

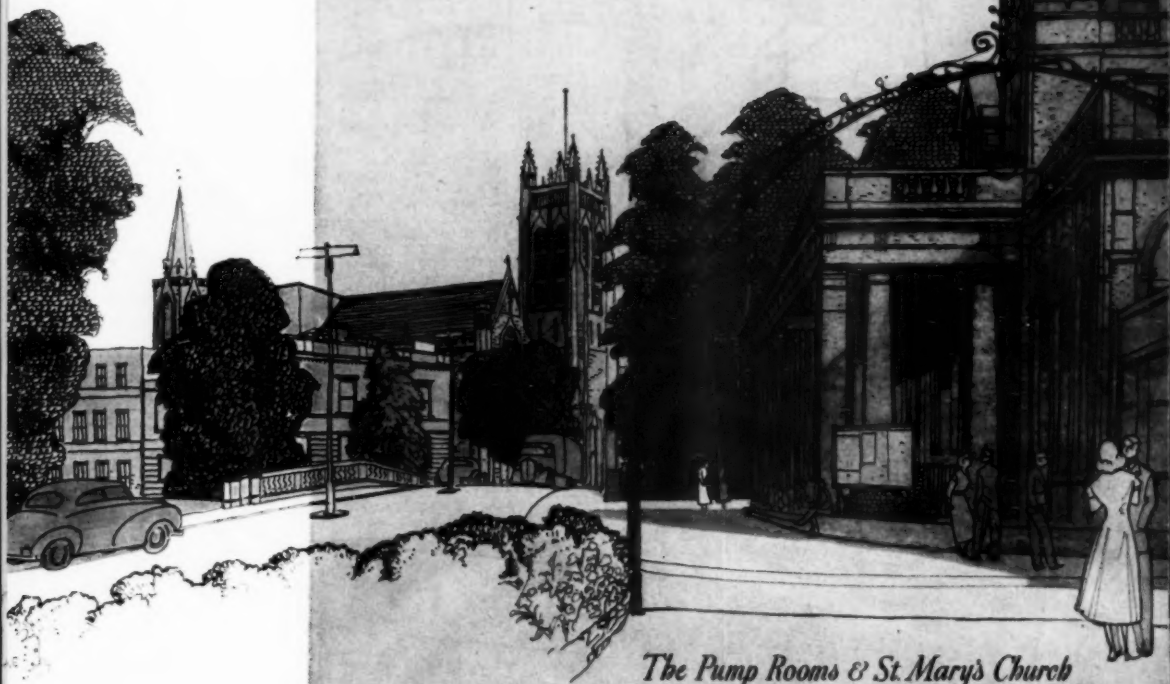
JANUARY 12, 1951

The Autocar

9^D

FOUNDED 1895

LARGEST CIRCULATION



The Pump Rooms & St. Mary's Church

The handsome Regency town of Leamington Spa, so long renowned throughout England as an attractive watering place, is now known in every part of the world for its vital contribution to Britain's motor industry.



LOCKHEED

READ YOUR NAME

OF LEAMINGTON

THE SAFEST BRAKES IN THE WORLD

AUTOMOTIVE PRODUCTS CO. LTD.
LEAMINGTON SPA

C.J.L.



*Tyre in 1950
Motor Racing*

INTERNATIONAL HILL-CLIMBS

JUNE 3 CRAIGANTLET
Fastest time of the Day
JUNE 10 SHELSLEY WALSH
Fastest time of the Day
JUNE 24 BO'NESS
Fastest time of the Day
JULY 1 REST AND BE THANKFUL
Fastest time of the Day
JULY 9 AU. MOUNT VENTOUX-FRANCE
Fastest time of the Day
AUG 3 BOULEY BAY
Fastest time of the Day
SEPT 10 PRESCOTT
Fastest time of the Day

DUNLOP MOTOR RACING SUCCESSES 1950

DATE	EVENT	RESULT		
APRIL 30	PARIS GRAND PRIX	1st	—	3rd
	" " " (Formula III)	1st	2nd	3rd
MAY 1	GRAND PRIX CINQUANTAIRE	—	2nd	3rd
MAY 13	R.A.C. Formula III—Silverstone	1st	2nd	3rd
MAY 14	MONS Formula III	1st	2nd	3rd
MAY 21	PRIX de MONTE CARLO (Formula III)	1st	2nd	3rd
MAY 28	AIX les BAINS	—	2nd	3rd
	" " " (Formula III)	1st	2nd	3rd
JUNE 4	SWISS GRAND PRIX	—	—	3rd
	Prix de Berne	—	2nd	3rd
JUNE 4-5	BOL D'OR 24 Hours FRANCE	ALL	CLASS	WIN
JUNE 11	CIRCUIT des RAMPARTS	—	2nd	—
	" " " (Formula III)	1st	2nd	—
JUNE 18	BELGIAN GRAND PRIX	1st	—	3rd
	GRENoble (Formula III)	1st	—	—
JUNE 22	BRITISH EMPIRE TROPHY	1st	2nd	—
	MANX CUP	—	2nd	3rd
JUNE 24-25	LE MANS 24 HOURS RACE	1st	2nd	3rd
JUNE 25	PORTUGAL GRAND PRIX	—	—	3rd
JULY 2	FRENCH GRAND PRIX	—	—	3rd
	COUPE des PETIT CYLINDRES	—	2nd	3rd
	COUPE des VOITURES (Formula III)	1st	—	3rd
JULY 8	LEINSTER TROPHY RACE	1st	2nd	3rd
JULY 13	JERSEY INTERNATIONAL RACE	1st	2nd	—
JULY 16	ALBI GRAND PRIX	1st	—	3rd
JULY 23	DUTCH GRAND PRIX	1st	—	—
	" " " (Formula III)	1st	2nd	3rd
JULY 30	NAPLES GRAND PRIX	—	2nd	—
	GRAND PRIX de GENEVA	1st	2nd	—
	ROUEN SPORTS CAR RACE	1st	—	—
	ROUEN FORMULA III	1st	2nd	3rd
AUG. 6	JOHORE GRAND PRIX	1st	2nd	—
AUG. 12	ULSTER TROPHY	1st	2nd	3rd
	" " " HANDICAP	1st	2nd	3rd
AUG. 20	GERMAN GRAND PRIX	—	2nd	3rd
AUG. 26	INTERNATIONAL TROPHY — Silverstone	—	—	3rd
	PRODUCTION CAR RACE — " "	—	2nd	3rd
	FORMULA III — " "	1st	2nd	3rd
SEPT. 3	SAN SEBASTIAN FORMULA III RACE	1st	2nd	3rd
SEPT. 9	WAKEFIELD TROPHY RACE	1st	2nd	3rd
SEPT. 10	IRISH MOTOR RACING CLUB JUNIOR RACE	1st	2nd	—
	CIRCUIT de METTET	1st	2nd	—
SEPT. 16	R.A.C. TOURIST TROPHY (Formula III)	1st	2nd	—
SEPT. 29	CIRCUIT de PERIGUEUX	1st	2nd	3rd
SEPT. 30	GOODWOOD TROPHY RACE	1st	—	3rd

BRITISH HILL-CLIMB CHAMPIONSHIP
Won on DUNLOP

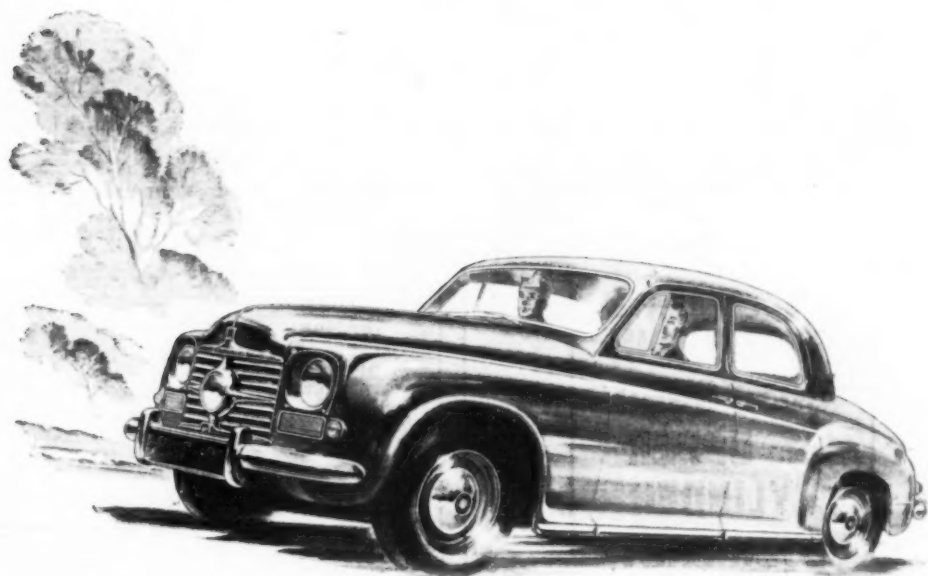
INTERNATIONAL CLASS J RECORDS

Lt. Col. A.T. Goldie Gordon, (M.S.)
1 Mile F.S. 120-204 m.p.h. ★ 1 Mile F.S. 121-048 m.p.h.
5 Miles F.S. 117-610 m.p.h.

INTERNATIONAL CLASS F RECORDS

Austin
5 days 65-52 m.p.h. ★ 15,000 Miles 65-50 m.p.h. ★ 8 days 65-62 m.p.h.
10,000 Miles 66-00 m.p.h. ★ 7 days 69-50 m.p.h.

DUNLOP THE 1ST TYRE IN THE WORLD

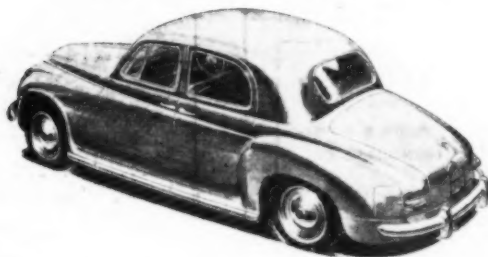


The Rover Seventy-Five

THE LEADERSHIP of Rover design has been demonstrated by the preliminary trials of the world's first Gas Turbine car, now entering upon its final years of development. Meanwhile British engineering prestige securely rests upon such cars as this Rover 75, which exemplifies the progress in automobile design that has taken place since before the war, combining new ideas with the quality of

finish which has become a Rover tradition. Without materially altering overall measurements, this new Rover provides over 20 cubic feet additional passenger capacity, and almost double the previous luggage space. Commenting upon the car's brilliant performance the Motor noted that petrol consumption was as low as 27.8 m.p.g. under normal touring conditions.

ROVER



THE ROVER COMPANY LIMITED SOLIHULL BIRMINGHAM & DEVONSHIRE HOUSE LONDON

CVS-143

LESS
wear and friction
MORE
miles per gallon

if you use
**RUNNING-IN
COMPOUND
AND UPPER
CYLINDER
LUBRICANT**
containing

'dag'

COLLOIDAL GRAPHITE

★ **BECAUSE** the lubricating surface that 'dag' Colloidal Graphite imparts to cylinder walls and piston rings cannot be removed by heat or fuel—thus ensuring smoother performance, higher compression and lower fuel consumption.

You can get R.I.C. and U.C.L. labelled either 'dag' Colloidal Graphite or 'Acheson' Colloidal Graphite from your garage or from Hailfords.

MAIL THIS COUPON FOR MORE DETAILS

TO:— **ACHESON COLLOIDS LIMITED,**
18 PALL MALL, LONDON, S.W.1

Please send literature and details of sources of supply of special lubricants containing dag Colloidal Graphite.

NAME

ADDRESS

D/20



JAGROSE TYRE PRESSURE GAUGE
Clips into pocket like a pencil. Each 5/-
Post 6d.

JERRICANS
4-gallon containers repainted and in good condition. Every one guaranteed and pressure tested before despatch. 8/6
For seat 10/6
Post 1/5 each.

JAGROSE CHAMLOIS LEATHERS
Approx. size: 14in. x 14in. 5/6, 14in. x 18in. 9/-, 20in. x 24in. 11/-, 24in. x 24in. 15/6, 24in. x 30in. 19/6
Post 6d.

JAGROSE STOP AND TAIL LAMPS
Black and chrome. Broadway To-day's value 21/- each. 10/6
Hills, reversing and Tail Bulbs, 1/6 each extra. Post 7d.

SPONGE RUBBER CUSHION INTERIOR
For car seats. 11/6
Can be used reversed or reversed. Post 1/-

JAGROSE FULL CAPACITY CAR BATTERIES
Fully Guaranteed. For regular use of Starter and Lights.
Type/Voltage, Size in inches Price
A 6 58 6.7 12x6x13 16/6
B 6 57 7.2 10x6x13 16/6
C 6 59 8.4 x 6 13 16x13 22/-
D 12 28 11x6 13 16x13 23/-
There is a Jagrose battery to suit every car. Quotations for return.

JAGROSE RADIATOR
250 hours at one filling. Pars. 1/- each. 16/-
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JAGROSE RADIATOR HEATER
250 hours at one filling. Pars. 1/- each. 16/-
Post 1/-

JAGROSE ETHYLENE GLYCOL RADIATOR ANTI-FREEZE
1 pint 6/6, 1 quart 13/-
Post and packing 1/-
Amount required—1 pint Glycol to 4 parts Water.

JAGROSE LATHES
3" lathe, 3" lathe and screw-cutting. Compound slide rest, set over tall stock. Hollow Mandrel. Complete with set of screw-cutting gears. Highly recommended as being of exceptional value for money. Carriage extra. Easy payments 45/10 6/6 p.p. and 7 monthly payments of 63/7. **CASH PRICE £24 10**

JAGROSE TRICKLE BATTERY CHARGERS
For 200-500 A.C. Mains, to charge 1 amp., each 32/6. Supplied model to charge at 2 amp. each 117/6.
All models, both 5 and 12 volts. Sup. used, to charge at 4 amp. each, 138/6.
Packing and carriage 1/6 each.
Amazing new "Automatic" Polish The shine that lasts 6 months. Guaranteed to outlast any wax polish—or your money back. For full particulars 1/-.

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Tailored to your personal taste

SEND NOW for FREE PORTFOLIO OF ACTUAL SAMPLES

Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance—and maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS, "The Motor People," KETTERING. Please send patterns and prices of your "Luxury Look" Covers for my car mode! year.

Name Block letters, please.

Address
Autocar, January 12

WYRESOLES FOR ALL TYRES



THE STEEL CLAW TREAD THAT
GRIPS

A small illustration of a cat's paws, with the claws extended, positioned next to the word "GRIPS".

Coils of spring steel wire embedded and vulcanized in the tread by the "TYRESOLES" patent tension tread process provide thousands of steel claws that grip the road.

- Increased Road Holding on greasy surfaces
- Greater anti-skid properties
- Improved Braking
- Resistance to Flints and Nails

Improve tyre efficiency by fitting

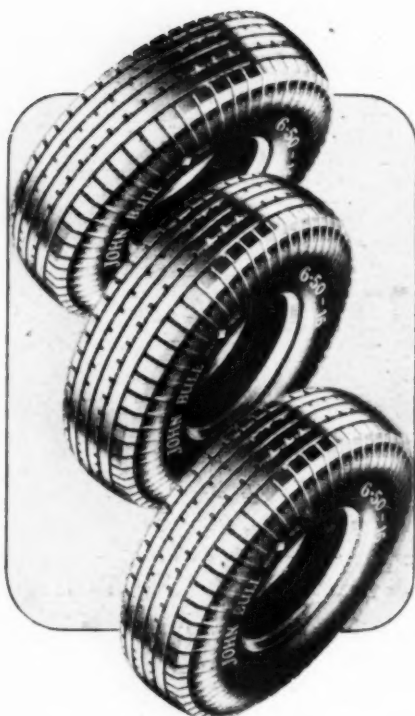
WYRESOLES

Hand in your tyres to your local garage for treatment at one of the 37 "TYRESOLES" Factories or write for full details to:-

TYRESOLES

REGISTERED TRADE MARK

TYRESOLES LTD., WEMBLEY, MIDDLESEX. Tel: WEMbley 1222 (10 lines)



Cutting down your motoring costs!

JOHN BULL TYRES COST LESS ★ per riding mile because of the extra value built into them. The thick, generous tread, designed for maximum road-grip and wear, lasts long after ordinary tyres have worn smooth. The foundation is in balance with the heavy tread it carries and its openly spaced rubber-surrounded cords give maximum strength with maximum flexibility for comfortable riding.

In these days of all-round increased motoring costs, value for money—such as that given by John Bull tyres—is of paramount importance to every motorist.

★ *Economic distribution—from factory to garage without intermediate handling charges—makes possible a saving which is put into the tyre itself.*

JOHN BULL
'HEAVY TREAD'

THE ONLY MAKE DISTRIBUTED
EXCLUSIVELY THROUGH GARAGES

JOHN BULL RUBBER CO. LTD., LEICESTER MP9.59

ALWAYS

"FIT"

AUTOSET

CASTORS

1½" dia. to 40" dia.
wheels as shown.

Capacities up to
30 TONS EACH

Over 6000 types and
sizes available.

SPECIFY:

Quantity, type and size
of wheel. Type of head
fitting, load and
running conditions.

Ask for Brochure.



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Established over a quarter of a century.
Please mention "Autocar."



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Tungstone Batteries mean good starting—a
quick get-away. Fully guaranteed for first
year of its long life.

TUNGSTONE BATTERIES

TUNGSTONE PRODUCTS LTD., 10 Salisbury Square, London, E.C.4

Phone: CENTral 8156 (4 lines). Works: Market Harborough, Leics.

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All what? An effortless gear change from top to overdrive without use of clutch pedal, giving luxurious, smooth motoring at higher cruising speeds, lower petrol consumption and longer engine life.

Thus the LAYCOCK DE NORMANVILLE OVERDRIVE, a standard fitting to the new Triumph Roadster, and supplied as an optional extra on Standard Vanguard and Triumph Renown cars.

Write us for descriptive literature, and specify the LAYCOCK DE NORMANVILLE OVERDRIVE for your new car.

The British
**Laycock-
de Normanville
overdrive**

Manufactured by

THE LAYCOCK ENGINEERING CO., LTD., MILLHOUSES, SHEFFIELD 8, ENG.
UNDER EXCLUSIVE LICENSE FROM AUTO TRANSMISSIONS LTD., COVENTRY, ENG.

WINTER LINES AT BARGAIN PRICES

ANTI-FREEZE MIXTURE

Ethylene Glycol.

1 Pint 7/6 Quot 14/-

Post and Packing 1/6

NON-SKID CHAINS

Full length etc.-W.D., brand new,

all steel, to fit 3.50 to 4.00 5/6

Per chain

Post and packing 2/6

Griff combined steel and leather

strap—fitted to a few models

Sizes: 4.00-4.75, 7/-; 5.00-5.50,

8/-; 5.75-6.50, 9/-; 6.75-7.50,

10/- Post and packing 1/6

TYRES AND TUBES

Most sizes and makes always

in stock.

SUCTION WIPERS

Tires, complete with motor,

arm, blade, tubing, etc.

Post and packing 10/-

ATLAS Battery Charger

recharge 6V, 8V, 10V, 12V

6V, 8V, 10V, 12V, output at 4 amp

32V, 6V, 12V, 24V, 36V, 48V

37V Post 1/4

For easy starting in cold weather

with a rechargeable source of

power use our guaranteed

STARTER BATTERIES

Brand new, extra heavy

plates, 6V, 8V, 10V, 12V

fully guaranteed to suit all

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Also 12-volt batteries to suit

all makes from 76/19/6

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MOTOR SUPPLIES

FREE—List of

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We have a small supply for

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Prior to 1934 10/-

As many of these are inter-

changeable for different makes

a personal call with car

would be advisable.

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Essential for the hot weather.

Read new Ex-W.D. with rat-

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Our price

superior quality in wooden

case. 4/6 Post 5/-

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Special line ex W.D. fine quality

leather gauntlets. Wall 7/6

worth double, our price

Beautifully warm, soft tan

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long candles. Ex-R.A.F. but

brand new. An excellent

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Brand new

with heavy

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padding.

Ideal for use on floor under engine,

padding, highly reliable and very soft.

Burns lined fur

approx. 200 hours. Our

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Washable and

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ELECTRIC, 230/240 volt, low

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Brand New.

Burns consumes

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Raydoy 18" Westhill 14/6

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RADIATOR HEATER, electric,

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2 1/2" dia

4" dia

Bar a a

con-

sump-

tion, 1

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Our price

14/6

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Burns consumes

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without

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safety. Our

price

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byTHE AUSTIN MOTOR CO. LTD.
JAGUAR CARS LTD.
THE NUFFIELD ORGANIZATION
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and other leading vehicle manufacturersETHYLENE GLYCOL
ANTI-FREEZING
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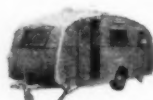
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Available in 1 Pint Bottles, 1, 5 and 10 Gallon Drums or Large Bulk Containers. Romac Anti-freezing Mixture is made by specialists of over 20 years standing—it has passed the exacting tests set by the makers of some of the finest British cars—you can be sure of its efficiency. Window Bills, Quick Check Radiator Capacity Charts, "Do Not Empty" Metal Radiator Tags, Brochures, etc., sent FREE with each order from Dealers.



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DESIGNED FOR POST WAR CARS
HEAVILY CHROMED,
SUPPLIED WITH 2 BADGE CLIPSPlease state Make
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OR BY POST FROM 39/- PLUS 9d.
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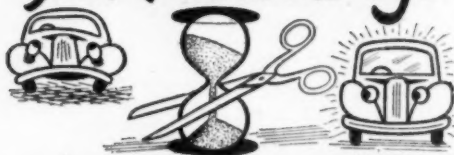
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ARMSTRONG
SHOCK ABSORBERS**

FOR BETTER RIDING

ARMSTRONG'S PATENTS CO. LTD.
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...when you bring it to H.M.L.!

THOUSANDS of Vauxhalls, from 1934 models onwards, are giving first-class motoring to their owners with H.M.L. service keeping them right up to peak performance and economy.

H.M.L. service covers

- ★ Rebuilt engines (any model, any year). Exchange Prices from £32 10 0.
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Tailor-made for perfection and for any make of car. A wide range of colours and materials. This coupon will bring you our latest pattern book.

Coupon

to— Arthur Mulliner LIMITED

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Please send patterns and prices of your tailored loose covers

MAKE, MODEL & YEAR OF CAR

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ADDRESS

DATE (A.R.)



The very thing for LOOSE COVERS

Tygan woven fabric is the ideal material for making up into loose covers for car seats. It is immensely hardwearing and a set of Tygan loose covers can usually be regarded as part of the permanent equipment of the car. Tygan is also washable. Travel stains can be removed by simply wiping over with a damp cloth — it's as easy as wiping down a glass-top table. The fabric is moth-proof, rot-proof and fast to light. It is non-absorbent, resists acids and is therefore proof against most of those accidents which would stain or ruin other types of material. A special feature of Tygan is its attractive appearance. It is available in a wide choice of pleasing colours and designs.

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for loose covers*



*Send for this
Free Folder
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Tygan

woven fabric



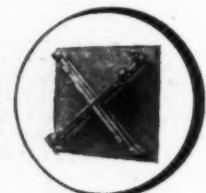
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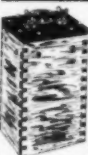
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3 ft. x 2 ft. x 3/32 in. thick for gaskets, mats, etc.
2/9 per sheet



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Metal Rectifier Type
200-250 v. A.C.I. Phase
30 cycles, will charge up to 12 Lead Acid or 20 Alkaline Cells at 10 amps.
£12/10/0 each



Crocodile Clips
for battery charging sets etc., complete with 4ft. heavy duty cable
12/- per doz.



Storage Battery
2-volt
130 Amp. Hours.
Admiralty Pattern.
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Cycle Thread Tap & Die Sets
3/16 22 G.S.I. 1/2 1/8 20 G.E.I. 4 1/2 1/8 C.E.L. Tap Left Hand 4 to 9/16 G.E.I. Die Left Hand
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NEW PAINT STRIPPER

FOR THE EASIER REMOVAL
OF ALL TYPES OF PAINTS &
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**REBUSHING
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3/6 EXTRA**

**32/6
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All English units irrespective of type, size or condition.

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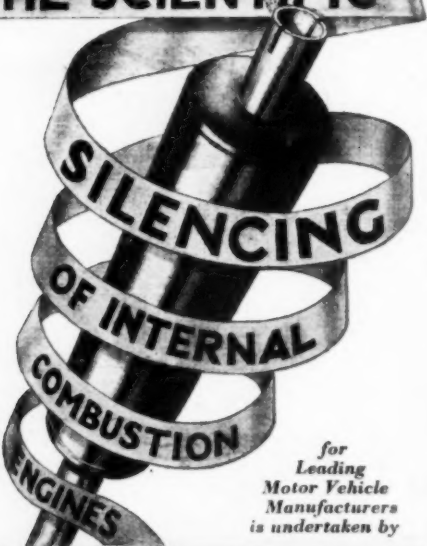
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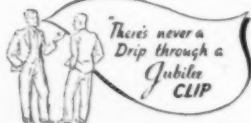
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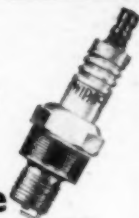
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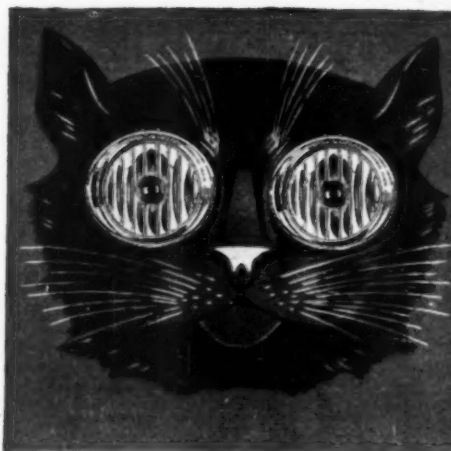
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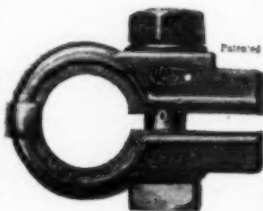
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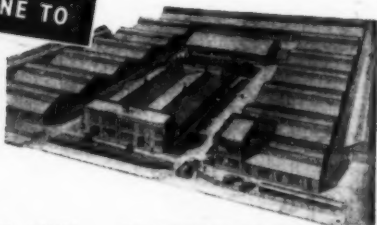
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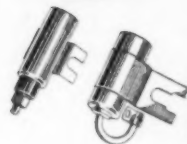
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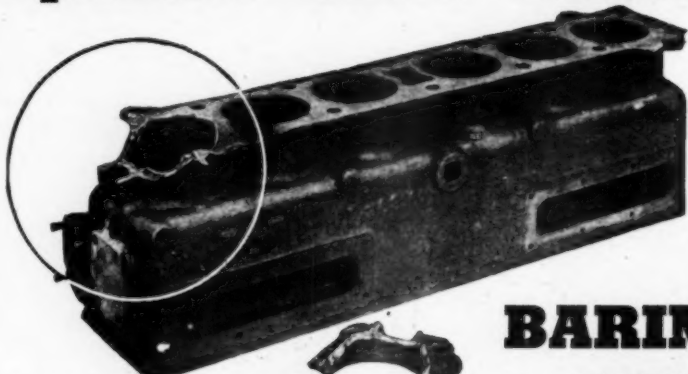
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The Autocar

FOUNDED 1895

No. 2876

FRIDAY, JANUARY 12, 1951

Vol. XCVI

"Plain Clothes" Car

THE decision to use "Q cars" in the county of Oxfordshire, in order to apprehend dangerous drivers, is to be regretted. As the motoring organizations have pointed out, it is vastly preferable if the police do their job as police and not disguised as members of the public. But having said that, we must admit that the accident situation is such that the Oxfordshire decision may be a matter of reluctant necessity. But the procedure has obvious objections, not the least amongst which concerns the powerful anonymity with which the scheme endows the actual members of the police force concerned. The temptation to abuse such power is always present, and it is to be hoped that the men selected to man the "Q" cars will be those whose integrity has been proved by long service on the road.

It is true that the majority of accidents occur in built-up areas and are the consequence of road user misjudgment in the trying circumstances of over-congested roads; that most of those involved are horrified to find themselves in such a position. Yet apart from these there are other accidents caused by dangerous driving, and if it is possible to eliminate them the elimination should be undertaken. Conscientious drivers, police and motoring and road safety organizations have long tried to do this, without universal success, and the Oxfordshire authorities can hardly be blamed if they have come to the conclusion that more drastic methods are necessary.

Let us be quite frank. The standard of driving on British roads is not high enough. The average slow-moving driver shows all the signs of incompetence and often stupidity, and some fast drivers exhibit a brutal selfishness. The few to whom courtesy means something to be applied behind the wheel as well as in the home are so rare that it is possible to respond with a gesture, such as an acknowledging wave of the hand, without feeling that good will is being carried to absurdity. Courtesy should be so much a rule of the road that the exception to it should stand out in unenviable prominence.

Considerate drivers have nothing to fear from Oxfordshire's "Q cars." The more the other type proceeds in a state of apprehension the better for all concerned.

Well Merited

TO all those who studied the Rover turbocar following its tests in March last year, the award of the R.A.C. Dewar Trophy to the Rover company is entirely satisfactory. The test was carried out at the M.I.R.A. proving ground on schedule; the car displayed an impressive performance, and as a vehicle it was extremely presentable with its smart two-seater body. The same cannot always be said of pioneer efforts.

It was natural that the demonstration should give rise to the over-optimistic feeling that turbocars were "just round the corner," and to some disappointment when it became obvious that they were not. In the arguments that have gone on since this trial of the first turbocar it is perhaps significant that the Rover engineers have not changed their views; and they, of all people, are in a position to know. They openly announced that, given the necessary finance for development, a turbocar could be made available to the public in five years.

How long in actual fact that period will prove to be only forthcoming events can show, but the air is as full of turbocar rumours as its efflux is of heat. In the meantime the main objection to gas turbines is their high fuel consumption which, however, can be largely overcome if an efficient form of heat exchanger can be devised. Progress in combustion efficiency and metallurgy proceeds apace.

The Dewar Trophy marks the splendid effort of the pioneers, and in whatever form the rotary power unit eventually emerges, nothing can deprive the Rover company of the honour of having been first in the field.



Road Tests of 1950



LOOKING BEHIND THE BARE FACTS, WITH ONE EYE ON THE FUTURE

IT is one of the pleasant tasks of the early New Year, surrounded by seasonal cards representing the kind thoughts of many readers for this journal, to review the Road Tests of the previous twelve months. Chiefly, one wishes that they came nowadays in the numbers approaching the pre-war intake, about the round hundred annually. Present conditions, which produce approximately a quarter of that total, are likely to persist, however. Today there just are not the number of new models to add up to that kind of figure; and on the whole it is a good thing for the buyer and the industry, as there was multiplicity before the war that resulted in production waste, and the methods of

by **H. S.
LINFIELD,**

Associate
Editor

those days now appear indefensible in that respect. Then also, as materially affecting the number of cars available to us for Road Test, the foreign cars are not sold on the British market under current conditions, and except for a few American cars admitted to this country in connection with the Show they have to be pursued to their lairs, a procedure that strictly limits the scope in this direction. Even motoring journalists, popularly held to spend their lives in luxurious progress from capital to capital, must put in some time in the office to deal with the posers set by the enquiring reader, bless him.

The traditional list summarizing the past year's Road Tests, which appears here, shows these reports to have been well spread over the year; it also shows the big factories to be well represented, the specialist car to have had its share, and the foreigner to have been included with a few interesting examples, notably the Dyna Panhard, the Fiat 1400, and the world's largest selling car, the Chevrolet. The popular "middle" size of car has had a good show, with the Standard Vanguard, Vauxhall Velox, Morris Six, Wolseley Six Eighty, and the latest Humber Hawk with enlarged engine coming into the list, whilst the specialist product was usefully represented by the new TD M.G. Midget, XK120 Jaguar, Bentley Mark VI, Daimler, Rover, Allard, Aston Martin DB2, and Jowett Jupiter. Alone among the big home manufacturers is Ford not present in the current list, but that was because the existing models had been tested during the previous two years and

new models, seen at the Earls Court Show last autumn, were in the offing; the next of these reviews will include the Consul and the Zephyr, eagerly awaited.

It was not an uninteresting testing year—to those engaged in this work all cars are interesting, some more than others—but in retrospect it appears to have been comparatively uneventful. Total mileage was well up (at least 15,000 on the cars included in the list, whilst a number of other cars were handled additionally, including Jaguar Mark V, M.G., and S.M.1500 on Continental trips by staff members), and the cars passed through a wider variety of staff hands while in our possession than ever before. Final judgment and the commentary that the reader sees remain subject still to the influence of the accumulated long-term experience that is invaluable in reaching conclusions on cars undergoing trial.

Suspension Progress

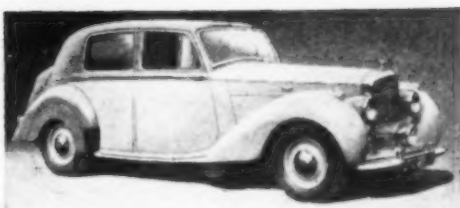
The year's experience of latest models went further to underline the progress that has been made in suspension, especially, in British cars since 1946, when production was restarted in the main with pre-war designs. Whilst this development from the long reign of the solid front axle is now all but complete, finality has not been reached just because the great majority of British cars now have some form of independent front suspension. In one of the last tests to be carried out in 1950 there was striking evidence of the improvement that can be made in i.f.s. itself, without basically altering the system employed. The 1949 car in question showed a definite step forward in suspension, but its riding and steering were open to criticism. The recent successor rode just as softly, but one was not conscious of the spring system taking shocks, and there was no longer any reaction at the steering wheel.

It is hardly possible to give an absolute answer to the question sometimes put as to whether current performance is showing any substantial overall improvement. The man who has driven every new type of car almost as soon as it has come on to the market for the past twenty years, allowing for the war years, can supply a convincing affirmative—to his own satisfaction. But cold data are not always on his side, right as he knows he

is. Maximum speed has gone up, beyond doubt, so that today 70 m.p.h. is the commonplace for all but the smallest cars; acceleration has commonly been notably increased at low and middle speeds, and extended over a wider range at something approaching maximum value—in other words, the engine's torque peak has been set at lower r.p.m. than used to be the practice with British cars and the torque curve has been held comparatively flat over a wider range of revs. But with the exception within present purview of two such startling cars as the XK Jaguar and the DB2 Aston Martin, and one of very different type, the latest Humber Hawk, it is doubtful whether acceleration test figures at both high and low speeds are provided today that were not seen from the better cars of the late 1930s.

Yet more power is being given even by the ordinary, as distinct from the sports, engine. The explanation is that final drive ratios tend to rise for the sake of greater ease of cruising speed—a matter of more importance in other countries than in this crowded island—whilst the plain truth is that **WEIGHTS ARE GOING UP**. Higher top gear ratios, acceptable as they are even in this country for keeping engine speed down, just do not give improved acceleration when accompanied by weight increases that are occasionally of the order of a hundredweight (112 lb) and even more. This is an inescapable result unless brake horse-power can keep pace, and that means of adjustment by the easy method of putting up engine size is not practicable for a world which, except for the U.S.A., tends to look at its fuel costs. The fuel outlook also precludes the other line of approach to stepping up b.h.p. in a proportion that really means something by adopting compressions that do not go with any but very high octane fuel, by no means universally procurable, and likely to be less so in the future the way things are shaping.

The emergence of the overdrive, in a typically British



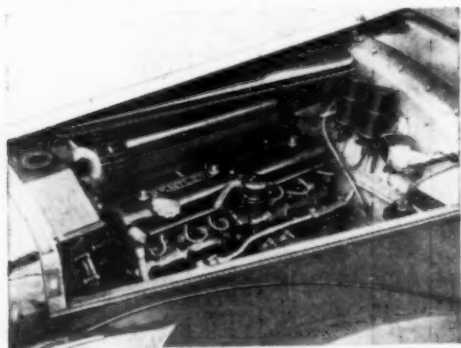
HIGHEST-PRICED car tested last year was the beautiful 4½-litre Bentley with standard steel saloon body.

low for acceleration purposes and yet a quite high ratio overdrive be available for fast cruising without mechanical fussiness.

To pass for a moment to design as it may be—or may have to be before long—rather than what last year's design brought in road performance and general behaviour, the large query in British car outlook in the next year or two concerns the adoption of transmissions that eliminate the at present conventional gear lever—for it is still that in reality even if carried on the steering column—or the clutch pedal. Daimler went that way many years ago with a particular form of transmission, which today is the basis in principle of the automatic and semi-automatic gears that have now swept right through American motoring conceptions. It is not proposed here to launch into a consideration of whether some or any of these modern systems are suited to the smaller of the British cars. Probably they are not; but at least there is a growing feeling that the clutch pedal will have to go.

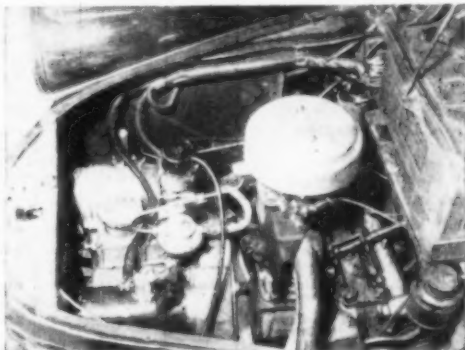
Full automaticity has its decided points, especially in traffic driving and in fairly level going, but it can have serious disadvantages on real gradient. There is the possibility before we are all very much older of seeing in use a system which rules out the clutch pedal entirely but leaves the driver to select gears exactly as he wishes by means of a small lever on the steering wheel or in any other convenient position. More cannot be said on that subject at present, but it is legitimate to remark that during the year under review *The Autocar* has had extended experience of a British system under development which can offer either automatic changing or manual control by a finger-operated lever, without a clutch pedal but with an automatic centrifugal clutch or fluid coupling instead.

Also the year has provided experience on the road of the most advanced American transmissions, and although the cars concerned do not figure in the appended list of cars fully tested, the impression they have made on knowledge



LARGEST engine in a car to be road tested in 1950 was the 4½-litre overhead inlet and side exhaust valve six-cylinder unit of a Mark VI Bentley.

form, is one of the significant production developments of the past twelve months. So far the use of this is confined to the Standard Vanguard, which was tested by *The Autocar* not long ago with this addition, and to the companion Triumph Renown and Roadster. As such, a geared-up ratio is far from new, of course. Before the war the American cars widely used a version of overdrive engaged through the throttle pedal, and still, in their transition stage to automatic transmissions, this form of overdrive is available in a number of instances. The Laycock de Normanville system as used on the Standard and Triumph is, however, an entirely individual version of the principle, at all times under the driver's exact control—and a genuine finger-tip control at that. It can be the partial answer to the modern problem of weight increase without commensurate engine power increase, in that top gear can be made moderately



SMALLEST engine was the flat twin air-cooled 745 c.c. unit of the Dyna Panhard 120



FASTEST of the year was the Jaguar XK120, with its 115 m.p.h. (more to come, given more room) and from rest to 100 m.p.h. in 35.3 sec.

of car handling and behaviour is so marked that it cannot possibly be ignored here. Given a sufficiently favourable ratio of power to weight—and that is a highly operative phrase, which must not for one moment be overlooked—there is little doubt that a system which at one step cuts out the normal clutch and replaces the gear lever with a

ROAD TESTS OF 1950 . . .

tiny control that is moved only to select neutral, and forward and reverse motion, as required, is simplification of driving technique that must appeal to a very high proportion of motorists—never to the diehards, it is admitted, but even the diehard is then left free to concentrate on the rest of his technique of getting his car along in a better style and at a higher average speed in safety than the majority of his fellows; and there is plenty to do without that gear lever.

Ask yourself fairly how much pleasure you derive in your motoring (which to you is something much more than transport, or you would not be reading *The Autocar*), from moving a gear lever. According to your point of view, do not over-enthuse on future prospects in this direction without keeping uppermost in mind the all-important proviso about the need for a good power-to-weight ratio if gear selection is to become automatic; or remember, if you dread the prospect, that there can be full manual control in the absence of the tedious clutch pedal.

Were they a dull lot of cars in 1950, that the future rather than the past seems to be commanding more than the usual attention in this feature? Again, no, but the story has been adequately told of each car in the individual Road Tests, in far greater detail than could be

Make	Model (Saloon unless otherwise stated)	Published Date of Road Test (1950)	C.C. and No. of Cylinders	Compression Ratio (to 1)	Running Weight (with 5 Gall. Petrol)	Lb per c.c.	B.h.p. per ton	Max. Torque lb ft at Specified r.p.m.	M.p.h. per 1,000 r.p.m. Top Gear	Best Acceleration 10-20 m.p.h. and Gear Ratio to 1	20-40 m.p.h. Acceleration (Top Gear and Ratio to 1)	30-50 m.p.h. Acceleration (Top Gear)
M.G.	Midget Series TD Two-seater	Jan. 20	1,250 (4)	7.25	2,009	1.61	60.66	63.9 @ 2,600	14.4	sec 5.5 (10.609)	sec 12.2 (5.125)	sec 12.9
CHEVROLET	Stylene	Feb. 3	3,549 (6)	6.6	3,213	0.91	62.75	174 @ 2,000	18	5.7 (6.900)	9.2 (4.11)	9.5
RENAULT	760	Feb. 10	760 (4)	6.7	1,337	1.76	31.83	32.6 @ 1,500	13.5	9.8 (8.55)	20.2 (5.05)	38.9
TRIUMPH	2-Litre Renown	Feb. 24	2,088 (4)	6.7	2,984	1.43	51.45	108.3 @ 2,000	16.9	6.6 (7.71)	11.3 (4.625)	13.5
STANDARD	Vanguard	Mar. 3	2,088 (4)	6.7	2,779	1.33	54.81	108.3 @ 2,000	16.9	6.5 (7.71)	11.3 (4.625)	12.6
VAUXHALL	Velox	Mar. 24	2,275 (6)	6.75	2,467	1.08	52.94	106.5 @ 1,100	18.2	6.6 (6.76)	11.8 (4.125)	14.2
FIAT	1400	Mar. 31	1,395 (4)	6.7	2,552	1.83	38.6	64.2 @ 2,700	15.96	6.3 (10.56)	15.8 (4.44)	15.5
JAGUAR	3½-litre XK120	Apr. 14	3,442 (6)	8.0	2,919	0.85	122.75	195 @ 2,500	22	5.9 (12.29)	7.5 (3.64)	7.8
TRIUMPH	Mayflower	Apr. 14	1,247 (4)	6.7	2,107	1.69	40.39	58.5 @ 2,500	14	7.9 (8.56)	12.9 (5.125)	16.3
BENTLEY	4½-litre Mark VI	Apr. 21	4,257 (6)	6.4	4,074	0.96	—	214 @ 2,250	22	9.2 (7.520)	9.2 (3.727)	9.8
MORRIS	Six	Apr. 28	2,214.8 (6)	7	2,769	1.25	56.63	98 @ 1,800	19	6.1 (9.225)	14.6 (4.10)	16.8
DAIMLER	Special Sports D.H. Coupe	May 12	2,522 (6)	7	3,582	1.54	53.15	120 @ 2,000	16.5 O.D. 22.5	7.1 (6.965)	11.9 (4.857)	13.2 O.D. 20.4
AUSTIN	A.40 Devon	May 19	1,209 (4)	7.2	2,145	1.79	41.77	59 @ 2,200	14.65	7.3 (12.50)	15.7 (5.14)	20.2
DAIMLER	2½-litre Consort	June 16	2,522 (6)	7	3,520	1.40	44.54	110 @ 2,000	18.3	6.4 (9.976)	13.0 (4.30)	15.7
MORRIS	Minor Tourer	June 30	918.6 (4)	6.6	1,647	1.79	37.40	39 @ 2,100	15	9.3 (10.477)	24.9 (4.55)	39.0
ROVER	75	July 14	2,103 (6)	7.25	3,198	1.52	52.53	111 @ 2,500	18	6.3 (8.77)	12.7 (4.30)	13.6
WOLSELEY	Six Eighty	July 28	2,214.8 (6)	7	2,900	1.31	55.61	101.8 @ 2,200	18.85	5.9 (9.225)	13.7 (4.10)	15.0
MORRIS	Oxford	Aug. 25	1,476.5 (4)	6.55	2,388	1.62	39.16	65 @ 1,800	15	7.8 (10.983)	15.4 (4.875)	19.3
ALLARD	3.6-litre	Sept. 22	3,622 (8)	6	3,199	0.88	50.95	140 @ 2,000	21.5	4.5 (11.75)	10.7 (3.78)	12.1
PANHARD	Dyna 120	Oct. 13	745 (2)	7.5	1,356	1.82	52.86	38.6 @ 2,700-2,800	15.1	6.7 (10.35)	15.2 (4.50)	19.6
ASTON MARTIN	DB2 Sports	Nov. 17	2,580 (6)	6.5	2,662	1.03	88.35	125 @ 3,100	21	3.9 (11.03)	10.0 (3.77)	11.3
JOWETT	Javelin Jupiter Convertible	Dec. 1	1,485 (4)	8	2,107	1.42	63.79	82 @ 3,100	17	5.5 (9.90)	10.7 (4.56)	10.4
STANDARD	Vanguard (with Overdrive)	Dec. 15	2,088 (4)	6.7 to 1.6	2,845	1.36	53.54	108.3 @ 2,000	16.9 O.D. 20.6	6.6 (7.71)	11.1 (4.625)	12.8 O.D. 16.5
HUMBER	Hawk	Dec. 29	2,267 (4)	6.32	2,996	1.32	43.36	110 @ 1,800	17.0	5.7 (11.24)	10.3 (4.55)	12.0

O.D. = Overdrive

continued

devoted here to recapitulation, and there is the summarized table to refresh memories on certain aspects of the year's Tests.

Highlights were in widely different sizes of cars. Sheer performance cannot but have its effect in this direction, and the XK Jaguar will be unforgettable. This car must by now have become insufferably conceited if it is true that cars have personalities, by all the superlatives that have been lavished on it. Never in all motoring history has such performance been provided at such a low price, in such relative silence, and with such tractability even on top gear. Proportionately, for its 2½ litres, also of twin overhead camshaft six-cylinder engine, the Aston Martin DB2 left an even more vivid impression, though it must be admitted that the price difference between these two is considerable, and that the A.M. is more vocal in achieving its tremendous performance; of its outright potency there cannot be the slightest doubt.

The A.M. may well stand for a British trend towards the very fast enclosed car, utterly a sports car in spite of the fixed roof, as against the traditional open body that still lingers as a typical "sports car." Incidentally, it has a remarkable ground clearance, a feature in which the sports



RUNNER-UP to the Jaguar in high-speed performance—the Aston Martin DB2 sports saloon with 110 m.p.h. and 0-100 m.p.h. in 38.8 sec from just over 2½ litres.

car has never been strong hitherto, and in particular this very make in the past, for all its fine qualities through the years. If the present performance, or something very near it, could be given in virtual silence, and that may be asking altogether too much, the David Brown Aston Martin would be a miracle; it is already a prodigy.

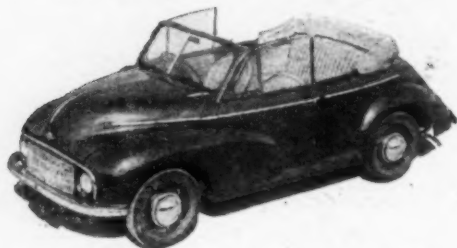
One of the pleasures of the year in a very different field was renewal of acquaintance with the A.40 Austin, an A.40 with the slightly raw edges of the earliest production rounded off, with the seal of world-wide popularity and

0-30 M.p.h. Through Gears	0-40 M.p.h. Through Gears	0-60 M.p.h. Through Gears	M.p.h. Max. 3rd and 2nd Gears and Ratio to 1 (3-speed Gear Boxes, and gear max. only)	Smallest Turning Circle	Tank Capacity	Approx. M.p.g. Range	Approx. Litres per 100 Km	Ground Clearance	Wheelbase	Overall Width	British List Price (at date tested)	Make and Model			
sec	sec	sec			Imp. gals. Litres			in	cm	in	cm	£			
6.2	15.3	23.5	1st 60, 7.098 2nd 39, 10.609	31 3	11 50.0	27-33	10.5- 8.6	6	15.24	94	238.76	58½	148.91	445	M.G. Midget Series TD
6.9	14.6	20.7	2nd 50, 6.90	38 6	13.3 60.5	18-20	15.7-14.1	7½	19.05	115	292.10	73½	187.80	—	CHEVROLET Styline RENAULT 760
12.2	50.0	—	2nd 41.5, 8.55	27 0	6 27.3	40-46	7.1- 6.1	7	17.78	82½	209.55	56½	142.88	320	TRIUMPH 2-litre Renown
8.0	19.8	30.0	2nd 53, 7.71	40 0	15 68.2	22-24	12.8-11.8	8	20.32	108	274.32	64	162.56	775	STANDARD Vanguard VAUXHALL Velox
8.1	19.4	28.2	2nd 51, 7.71	35 0	15 68.2	22-25	12.8-11.3	8	20.32	94	238.76	69	175.26	537½	FIAT 1400 JAGUAR 3½-litre XK120
7.4	19.3	30.6	2nd 49, 6.76	40 0	10 45.5	20-26	14.1-10.9	6½	17.45	97½	248.29	62	157.48	430	TRIUMPH Marlowe BENTLEY 4½-litre Mark VI
7.4	18.5	27.5	3rd 61, 6.97 2nd 41, 10.56	36 1	10.5 47.7	26-30	10.9- 9.4	6½	17.15	104½	264.95	65½	165.42	—	MORRIS Six DAIMLER Special Sports Drop-head Coupe
4.0	8.3	12.0	3rd 90, 4.98 2nd 60, 7.22	31 0	15 68.2	13-17	21.7-16.6	7½	18.10	102	259.08	61½	156.21	988	AUSTIN A.40 11-cv DAIMLER 2½-litre Continental MORRIS Minor Tourer ROVER 75
8.8	23.9	42.6	2nd 44, 8.56	34 0	8 36.4	32-35	8.8- 8.1	7	17.78	84	213.36	62	157.48	375	WOLSELEY Six Eighty
6.3	13.9	19.8	3rd 73, 5.001 2nd 47, 7.520	44 11	18 81.8	16-18	17.7-15.7	7½	18.42	120	304.80	69	175.26	2,595	MORRIS Oxford ALLARD 3.6-litre PANHARD Dyna 120 ASTON MARTIN DB2 Sports JOWETT Javelin Jupiter STANDARD Vanguard (with over- drive) HUMBER Hawk
7.9	18.6	27.1	3rd 67, 5.928 2nd 44, 9.225 3rd 74, 4.857 2nd 47, 6.965	40 5	12 54.6	20-24	14.1-11.8	7	17.78	110	279.40	66	167.64	525	
8.3	19.7	27.5	2nd 44, 8.56	42 0	14 63.6	15-21	15.7-11.8	6	15.24	114	289.56	64½	163.83	1,645	
9.4	26.9	45.6	3rd 44, 7.88 2nd 31, 12.70	38 0	8½ 39.8	27-34	10.5- 8.3	6½	17.15	92½	234.95	61	154.94	395	
8.1	19.2	30.1	3rd 54, 6.705 2nd 37, 9.476	42 0	14 63.6	17-20	16.6-14.1	6	15.24	114	289.56	64½	163.83	1,270	
12.3	44.4	—	3rd 45, 7.015 2nd 73, 10.477	35 0	5 22.7	36-41	7.9- 6.9	6½	17.15	86	218.44	61	151.91	299	
6.8	16.2	23.1	3rd 52, 5.52 2nd 40, 8.77	37 0	11½ 52.3	22-26	12.8-10.9	7½	18.10	111	281.94	65½	166.69	865	
7.1	17.1	24.6	3rd 61, 5.928 2nd 41, 9.225	40 5	12 54.6	20-24	14.1-11.8	7	17.78	110	279.40	66	167.64	600	
9.7	27.4	46.7	3rd 47, 7.342 2nd 32, 10.941 2nd 40, 6.55	36 0	9 40.9	27-30	10.5- 9.4	6½	17.15	97	246.38	65	165.10	427	
6.0	15.0	23.4	3rd 54, 6.705 2nd 37, 9.476	42 0	17 77.3	15-19	18.8-14.9	9	22.86	112	284.48	71	180.34	999	
8.6	22.3	—	3rd 53, 6.33 2nd 32, 10.35	28 0	6½ 29.5	35-40	8.1- 7.1	4½	12.07	90½	229.87	56½	143.83	—	
5.1	9.9	12.4	3rd 95, 4.75 2nd 66, 7.05	32 0	19 86.4	17-20	16.6-14.1	8½	21.59	99	251.46	65	165.10	1,498	
5.7	13.1	20.4	3rd 70, 6.25 2nd 42, 9.90	31 0	10 45.5	27-30	10.5- 9.4	7½	18.42	93	236.22	62	157.48	850	
7.0	17.8	27.7	2nd 54, 7.71	35 0	15 68.2	21-26	13.5-10.9	8	20.32	94	238.76	69	175.26	598½	
7.1	19.3	30.4	3rd 56, 6.78 2nd 35, 11.24	37 0	10 45.5	21-23	13.5-12.3	7.18	18.24	105½	267.97	70	177.80	625	

* With leather upholstery, heater and radio.

ROAD TESTS OF 1950

continued



LOWEST-PRICED car tested in 1950 was the Morris Minor tourer, which also was taken on a summer tour in France.

achievement impressed on it since it was last sampled. Clearly it had attained to the realm of the classic small British car in overall dimensions, yet deceptively large in body accommodation and with the kind of smooth, quiet performance that, without being at all sensational, gets miles into the hour and makes the driver forget that he has only 1,200 c.c. under the bonnet.

Two small cars of foreign origin were high spots of 1950—the rear-engined Renault assembled in this country and known here as the 760, or in its native France as the 4 c.v., and the Dyna Panhard 120, also from France.

The Renault came in bitter weather; it stood in the open at night, but it started without one nasty moment of doubt, and it packed as many miles into the hour on a well-known test journey as most of the bigger cars, because that route does not allow high maximum speed to be held; none the less, a moral was pointed, at all events for this country. The Panhard we had over specially from France for about a month all told, and seldom has a car had a harder month's work outside competitions. Everyone drove it, and each member, having heard of its prowess for its 745 c.c. from

the previous man to handle it, sought to do better with it himself! It was mechanically noisy, it is true, and it lacked a number of the refinements that we have come to regard as necessary even on small cars. Whether they are in fact so is a matter of debate. But it went like nobody's business, and for some extraordinary reason not explained alone by sheer performance, good as that was, it had the ability to overtake almost any other car sighted, barring a nimbly driven Bentley or true sports car properly handled. The all-round performance and the manner of maintaining it on a journey, with a fair amount of use of the gear lever, were of the order appealing to the sports car-minded rather than those who think of quite small cars in terms of economy first and foremost.

By contrast the Morris Minor showed once more its virtue among small cars in its quiet, smooth progress, and, as sampled in open tourer form last summer, gave great pleasure, demonstrating anew the remarkable comfort and stability its torsion bar i.f.s. provides. That same car gave a Continental tour to one member at about the lowest possible cost for a carful of people. Later in the year the latest four-door Minor saloon was sampled briefly and showed an even greater degree of refinement, together with practically improved detail equipment.

Chasing the Continentals

One of the most interesting cars of the year, the entirely new Fiat 1400, was tested in Italy by a member of the staff making a special journey for the purpose, a fact, coupled with the special arrangements made for the Panhard, that indicate the lengths which have to be gone to under current conditions to bring Continental cars into this particular picture. It was good to renew M.G. experience under test conditions. The then new TD came along early in the year, and those who know their Midgets through the long succession of series were mightily impressed by the improvement in riding comfort provided by the coil spring i.f.s., the light but very definite rack and pinion steering

Testing is not confined to main road journeys and performance tests on airfields, but includes a study of the cars' behaviour in traffic and in the lesser roads. Here the Jupiter Javelin is seen in South Devon, at Holne Bridge over the West Dart, during its test in the autumn. This actual car will be driven shortly in the Monte Carlo Rally by a member of "The Autocar" technical staff.





Studebaker Champion and (only partially seen) the 1951 Packard 200, both with automatic transmission, were the attraction that gathered together some of the Road Test and technical staff of "The Autocar."

—both in principle as used on the 1½-litre saloon already—and the convenience of the wider two-seater body. A controversy broke out among enthusiasts on the subject—that subject again—of inevitably increased weight that went with added refinement, and also on the lower overall drive ratio as compared with the TC; but the very willing engine takes it happily, and the net result in most people's eyes is a considerable gain.

In a different sphere from the XK Jaguar and Aston DB2, already mentioned, was the 2½-litre Daimler Special Sports with Barker drophead coupé, which formed one of the most quietly impressive cars tried during the year. Sheer dash of acceleration is not its line, but on a long journey that gives it a chance of holding around the 70 mark on the high-ratio indirect fourth speed in its preselective gear box the Special Sports can put up averages of real merit. It proved extremely stable laterally, being used, in fact, for purposes of some photographs required by this journal to bring out fast cornering technique. The new Consort saloon, with the same size of engine but only one carburettor as compared with the twin installation of the Special Sports, also gave very good motoring in the Daimler style, which is not meant to suggest that there is anything dull about it. Daimlers get over the ground with deceptive ease and prove restful while making good times. Late in the autumn came the latest manifestation of Jowett Javelin, the Jupiter convertible. It has long been known that there is a considerable reserve of power potential in the flat four engine as used in the Javelin saloon, and some of this is brought out of hiding to render the Jupiter a quite potent 1½-litre.

Cold Starting Improvement

As regards the general picture distinct from the particular, it seems possible to say that something really has been done to improve cold starting, to the extent that there are no qualms now in leaving a test car out in the open all night in the kind of weather that ices the glass by the time you get round to pressing the starter button in the morning. Not only the actual initial firing, but also the rapidity of the engine settling to steady pulling, has been improved out of all knowledge in the last few years.

There was failure of one front wheel bearing during 1950 testing, and near-failure of both front wheel bearings on another car, caught just in time and the obvious first hopeful remedy applied; the grease used previously appeared to have been of too high a viscosity to penetrate to the inner race. The other car's bearing had gone too far for mere

lubrication to be of avail, but it permitted the journey in hand to be completed and the car to be driven to still another point for factory rescue work to be organized without serious interference with plans.

On one high-revving engine the familiar "starvation" symptoms of incipient condenser failure developed, which would sometimes clear and allow full revs on the gears. "Replacement under guarantee" was the solution of this one. Considering total mileage covered in the twelve months, irritations and annoyances from mechanical sources cannot be regarded as being high. Although cars handed over for testing have been carefully checked beforehand in most instances, one is at the mercy of lack of concentration on somebody's part.

Ground clearances have improved, in some instances notably, as already mentioned in an earlier individual reference, but steering locks are still not always as good as they might be. The difference between car and car in this matter is very apparent when using a variety of models on familiar ground.

This year no special remarks have so far been made on the actual apparatus of testing. The fifth wheel and electric speedometer have been described previously and continue to be satisfactory; disused airfields are used for determining acceleration data. Perhaps in this connection it might be made clear that the airfield comes into the process only for this purpose, in order that figures may be obtained by stopwatch under standardized conditions as far as wind and weather will allow, and without interruption from, or to, normal road traffic. A certain amount is usually learned about a car while it is undergoing these tests of maximum performance, but it is road work that is relied on for forming the main part of the tester's opinions—the use of a car in conditions with which he is familiar in a great variety of cars, town driving, and at least one fast main road run, when the car will be given the chance of showing how many miles it can put into an hour, having due regard for other road users. The most important event of the year affecting Road Tests was the lifting of petrol rationing, making unrestricted test mileage possible once again without need for crossing the Channel.

From every one of the many countries and territories where *The Autocar* circulates there is abundant evidence that the Road Tests are followed with keen attention, read for interest even when there is no immediate intention of buying a car, in countries where they can indulge freely in this luxury, and relied upon as a guide when choice is being made. Their continued popularity with the unfortunate home motorist is perhaps the strongest tribute of all!

NEWS and VIEWS

The Axe Falls

AS forecast in the article "1951: Where Does Motoring Stand?" (December 29), the dwindling supplies of raw materials for the industry are causing a production cut. In a statement on Tuesday afternoon, the S.M.M.T. said that a four-day week would operate in many factories from next Monday, a shortage of imported sheet steel being the primary reason.

Full Insurance

IN spite of warnings given already, the Ministry of Transport reports that the task of renewing 4,000,000 vehicle licences is being prolonged by the failure of many motorists to submit a certificate of full insurance with their licence applications and not a half-duty rate certificate.

Anyone taking full advantage of the 14 days' "grace" should be particularly careful on this point if personal inconvenience is to be avoided.

Brussels Show

TOMORROW, January 13, the 34th Salon de l'Automobile will open to the general public in the Palais du Centenaire, Brussels. Since the war the Brussels Show has assumed considerable importance and this year's exhibition creates new records for the number of different makes presented. Great Britain has the greatest representation with 24 different makes, followed by the U.S. with 20, Germany with 13, France with 11, Italy with four and Czechoslovakia three, while Sweden and Russia have one each. In all, cars occupy 173 stands, as against 130 last year, and the area occupied by the exhibits is greater by 10,000 sq metres, being 60,150 sq metres in all or approximately 13 acres. The decoration and illumination of the magnificent exhibition buildings have become a traditional feature of the Brussels Show and it is expected that this year's display will be outstanding. A full report will appear in next week's issue.

Pipe of Progress

ON completion of the 1,067 miles of trans-Arabian desert pipeline, the first cargo of oil arrived at the Fawley refinery of the Anglo-American Oil Company last week-end. The line connects the Mediterranean with the Persian Gulf and a fleet of 65 tankers will be saved the 3,500-mile trip around the Arabian peninsula, up the Red Sea and through the Suez.

The pipeline cost 200,000,000 dollars and took nearly three years to build. Its present capacity is 300,000 barrels a day.

Plain-clothes Traffic Police

AS an experiment, the Oxfordshire county police are to use "Q cars" in an effort to stop dangerous driving, while the adjoining county forces of Buckinghamshire and Berkshire are also considering their use. The occupants of the cars—likely to be normal family saloons—will be in full uniform under disguising coats and hats, and will be uniformed when stopping a vehicle. The warning may be uttered to motorists to beware of other motorists pretending that they are plain-clothes police; if in doubt, ask for positive identification.

The step is discussed in a leading article on page 29, which acknowledges

the regrettable necessity. Both of the motoring organizations have condemned it as retrograde; the A.A. made the point that normal traffic police caused a great improvement in Lancashire casualties in 1937, when there was a campaign on the county roads by mobile police, and the R.A.C. recalled the specific statement of the Alness Committee on road safety that it was not in favour of traffic control by plain-clothes police.

The Chief Constable of Oxfordshire has stated that the "Q cars" will be used to prosecute in only "wicked" cases.

Behind the Pavilion

A WELL-ORGANIZED layout" has been the typical comment on the Transport and Communications Pavilion in the South Bank section of the Festival of Britain, exclusively described in this journal last week. It might well be, for behind the layout is an ex-motor industry man, Mr. G. E. Williams, a designer, who

was, before the war, with a specialist body builder.

In 1946 Mr. Williams joined the Design Research Unit as senior industrial designer, and he joined the Council of Industrial Design in 1949. He now leads the transport team of that organization, and the research done by the team, in co-operation with industrial panels in the industries concerned, has led to the choice of the transport exhibits. The team is also responsible for the theme behind the transport display, which is mainly one of current achievements and major British contributions to transport.

C. and F.

A CONVERSION error of the author's was perpetuated in the review of Sir Harry Ricardo's paper on supercharging (December 29). Centigrade temperatures were correctly converted to Fahrenheit:

$$\text{deg C} \times \frac{9}{5} + 32 = \text{deg F}$$

but temperature differences in Centigrade were converted by the same formula. The 32 deg addition does not apply in such conversions.

Paris Plans

FRANCE is about to embark on a very realistic programme to relieve congestion into and out of Paris. As is well known, there is at present only one real motor road in existence. Begun before the war, it was not fully completed until last year, and connects the city with the main roads leading to Normandy and Brittany. Starting just on the edge of the Bois de Boulogne, there is a long tunnel under the St. Cloud park; then, after about eight miles, the road branches, the right leading into the main Paris-Rouen road and the left joining the south-west highways to Brittany and the Atlantic coast. The road has proved immensely popular with motorists, for it allows them to maintain high speed up to the city limits, or to a point within ten minutes' drive of such a centre as the Place de l'Etoile.

It is now proposed to build other exit motor roads feeding the south and the north-east. Funds have been voted, so that work can begin this year and the full set of roads should be completed in 1955. The most interesting of these roads will start in the city itself, on the Place Denfert-Rochereau, will pass through the Montsouris Park, in the university quarter, and will join the well-known N.7 south of Juvisy. In other words, the traveller towards Italy or the Riviera will join the motor road in the city itself and will not come to the existing national highway until he is well clear of the heavy city traffic. There will be three branches from this trunk, one leading to N.5 south of Villeneuve St George, a short arm linking up with Orly airfield, and another one going to Longjumeau, where N.20 is joined, this leading to Orleans and passing close by Monthéry.

The north-east and the east, which are badly congested by reason of the industrial belt, are to have two roads, one starting from the eastern edge of the city, then

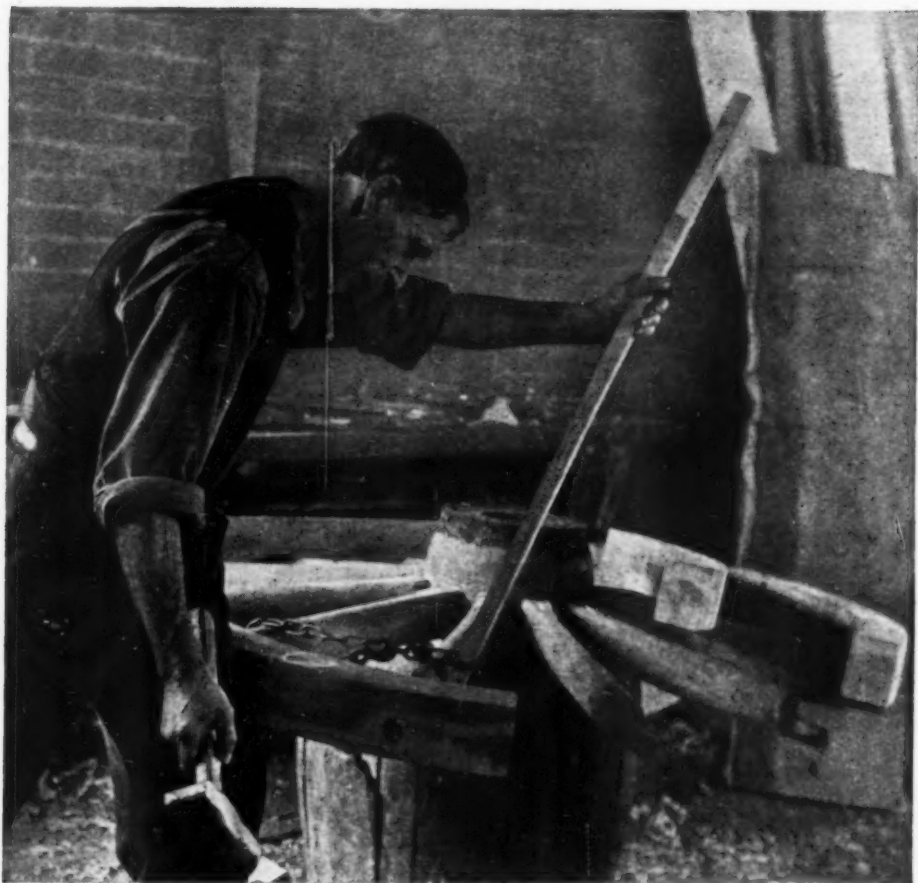


The black line indicates the western motor road to Normandy and Brittany, while the broken lines show other projected motor roads.

swinging due north to join N.2, and the other having its base at St. Denis and swinging eastward until it joins the road starting further south, the two then continuing northwards. This north-eastern section is not so satisfactory as that to the south and the west, for much heavy traffic will have to be encountered before the motor road is entered at St. Denis.

In addition to this, there is a bigger programme, which is not likely to be carried out in the immediate future, of a 140-mile road from Paris to Lille. However, work has begun on a section of this, to the south of Lille, linking that town with Arras, a distance of about twenty miles.

It is not generally realized that there is already a circular road around Paris, following the line of the old fortifications, with practically no cross roads. While this is not a motor highway, the fact that there are tunnels at every intersection adds to average speed, and makes it possible to enter the ring at any point and leave it when opposite the ultimate destination in the heart of the city.



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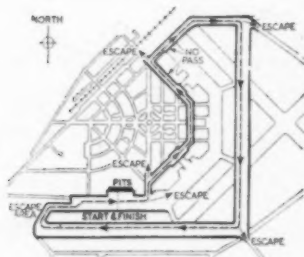
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THRILLING FLORIDA RACE RESULTS IN A CROSELY VICTORY



Fritz Koster and Bob Deshon, co-drivers of the Crosley, receive their awards.

LE MANS—QUARTER SIZE!

TO those who love and understand road racing, the six-hour Sam Collier Memorial Grand Prix of Endurance run off at Sebring airport in Florida on New Year's Eve had all the ingredients. Nothing like it has been seen in America since the days of the Vanderbilt Cup races, a generation ago.

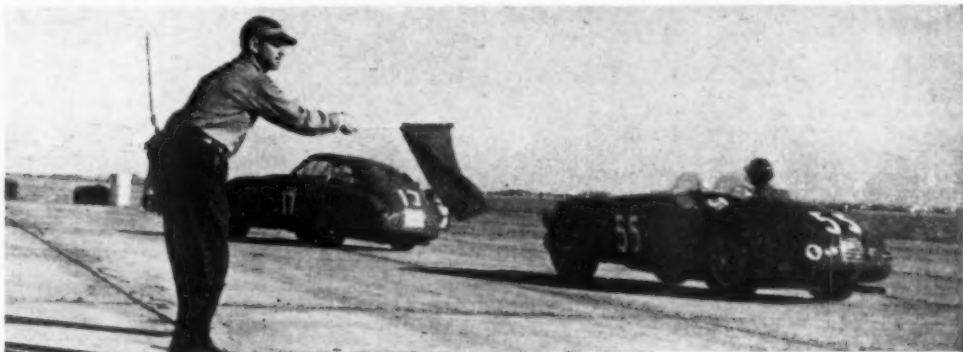
In organizing, the Sports Car Club of America did a yeoman job, assisted by the Sebring fire brigade. Nothing was left to chance. Communications, scoring, pit facilities, course marshalling and the rigid enforcement of all rules were in keeping with the best European racing tradition. The 3.5-mile circuit was what Americans would call a "sweetheart": tricky on the winding section that called for multiple gear changes; destructively exacting on engine revs along the two mile straights formed by the broad runways of smooth concrete, yet not too hard on tyres. Mandatory five-lap qualification runs were made in the dark by all drivers the night before the race—mostly in pouring rain whipped by a minor gale, but on December 31 the sun was

out and the sky remained benignly clear.

In the huge hangar placed at the disposal of competitors and thoughtfully equipped even with a machine shop, there was the usual feverish activity as mechanics made last minute adjustments to the twenty-eight machines that eventually taced the starter in a Le Mans-type scramble at exactly 3 p.m. So thorough were the preparations that only four cars failed to survive the ordeal, and at that one of these retirements involved a disqualification.

The field comprised three Jaguar XK 120s; three DB2 Aston Martins (of which two had the competition engine); five Allards (with Cadillac and Mercury motive power); three Ferraris (of which one was a just-imported 2.3 berlinetta driven by none other than maestro Luigi Chinetti); five M.G.s (TD and TC); four little Morris saloons (one of them wearing a sleeved-down TC engine), and one each of Healey-Cadillac, Volkswagen, Fiat 1100 Mille Miglia, Crosley Hotshot and Simca Eight—the latter driven by Paul O'Shea and the writer.

For those who like to see the form upset, the Crosley Hotshot did all that was necessary by quite easily winning the race on Le Mans formula. With only 724 c.c. under the bonnet, this little car was required to average 48 m.p.h., but in fact the diminutive overhead camshaft engine propelled it smoothly at 52 m.p.h. throughout the six hours and without the driver once having to use the gear box, other than when a pit stop was made for refuelling. This "gnat-sized" two-seater earned the double distinction of scooping the coveted Memorial Trophy and being the very first all-American production sports car to win a race outright in something like twenty-five years. It consumed neither oil nor water, averaged about 25 miles per gallon and never gave a moment's trouble. Actually a last-minute entry belonging to Victor Sharpe, the Crosley had no preparation beyond fitting two additional leaves to the front springs. It all came about when Mr. Sharpe remarked jokingly: "Gee, I'd like to enter my car in your race!" whereupon Tommy Cole said, "Why don't you?" and produced a



The open Ferrari of James Kimberly chases Chinetti's new berlinetta Ferrari into the corner at the end of the main straight.

LE MANS— QUARTER SIZE!

—continued—

Tom Brown's Jaguar on the back leg of the course. His car carried extra head lamps.



slide rule to prove that Mr. Sharpe had an excellent chance. Two experienced racing enthusiasts—Fritz Koster of H.R.G. fame and Bob Deshon, top-ranking supercharged M.G. exponent—were selected to drive, and that was that . . .

First off after the short sprint across the track was Phil Walters in the blue Healey-Cadillac, one of several Briggs Cunningham entries. He was followed by John Fitch's grey XK 120, Fred Wacker's black Cadillac-Allard, Erwin Goldschmidt in a scarlet car of similar make and yet another Allard powered by a Cadillac engine and driven by D. S. Lee. On the second lap, Walters was 15 sec ahead of the rest and third time round he had lapped the field. By the fifth lap, Goldschmidt and Wacker had both overhauled Fitch's Jaguar and a savage three-cornered battle developed between the Cadillac-powered machines, in which Walters, Goldschmidt and Wacker passed and re-passed each other about three times on every lap, neither giving nor receiving any quarter.

By then the field was so strung out and overlapped that relative positions required a lot of sorting, but the Ferraris were going great guns, with Chinetti foremost in the blue 2.3, having a grand time in eighth place.

On the 34th lap, however, Goldschmidt pulled off the course with a wiring fault. The fault was rectified by a mechanic brought from the pit and this, being contrary to Le Mans rules, opened Goldschmidt to disqualification. Cole took over the car, but the black flag came out several laps later confirming the sentence. Walters now resumed the lead, but at 5 p.m. the Crosley, with Koster driving, was holding first place on formula, while Keller had traded places with Kimberly and now lay second. Spear's Ferrari was

fourth, while O'Hara's, Van Driel's and Brundage's M.G.s all tied for fifth position.

Chinetti, meanwhile, stopped once an hour to take aboard four quarts of oil (the Ferrari's piston rings seemingly refused to bed down) and continued having fun.

Pit stops were now more frequent, both for refuelling and mechanical adjustment, Kimberly's crew being by far the best equipped and turned out. In fact, the Ferrari contingent was awarded the trophy presented by the Automobile Club de l'Ouest for the highest team efficiency.

And so came dusk and then swift darkness, relieved by the long line of lighted pits and the glare of speeding head lights in true Le Mans style. Brake troubles came, too, notably to the XK120s of stylist John Fitch and of Doyle and McIntosh from Toronto. Fitch changed tyres, refuelled, adjusted his brakes and took over again from his co-driver, Coby Whitmore, only to find that he still had nothing to stop with except compression. This, after a fine drive, ruined his chances in the overall classification.

Shortly before 6 o'clock, when the writer came in to refuel and handed over to owner Paul O'Shea, the little 1.221 c.c. Simca convertible was challenging for second place in its class, but a few laps later the generator broke adrift and snapped the fan blades, necessitating a 35-minute pit stop that put paid to all that.

Half Way

At 6 o'clock the first three cars on formula held the same positions, but Spear's Ferrari had dropped back so that fourth place was a tie between the M.G.s of Van Driel and O'Hara, while the Healey-Cadillac of Walters lay fifth, though actually still disputing the lead

with Wacker's Allard. A 7 o'clock the Kimberly Ferrari—now driven by Lewis Marshall—had regained second place on formula from Keller's Fiat and was going like the wind. Lewis put in the fastest lap of the day at 68.4 m.p.h., showing well over 115 m.p.h. on the straights, under injunctions to "get the Crosley," but faced an impossible task. It became obvious that the Crosley would reach its appointed 83 laps for qualification long before the Ferrari could meet the 104 laps required by formula, and, in fact, this proved correct. Half an hour before the end of the race, Marshall would have had to lap Koster four times in order to make up the handicap, and this would have been impossible in ten laps. Nevertheless, the sight of the red Ferrari streaking past the pits at tremendous speed with a characteristic high-pitched snarl, hotly pursuing the Walters Healey-Cadillac, was a sight to gladden the eye.

Nine o'clock came very suddenly, with the course garlanded by a diamond-like pattern of brilliant head lights—then a rocket traced its fiery arc into the night sky and the race was over. Plans are afoot for a Le Mans-type 12-hour race on the same course.

Two more European awards found worthy recipients. One was a cup presented by the French magazine Action Automobile, which went to Bob Deshon, co-driver of the winning Crosley. The other was the Adele Chinetti Cup, donated by Luigi in memory of his mother. This went to C. Wheaton and R. Dillon, Canadian crew of No. 29 Aston Martin, for the most sporting effort in finishing. The Aston limped home minus brakes and with only two speeds left.

JOHN BENTLEY.

RESULTS

Classification on formula: 1. Crosley (F. Koster: R. Deshon), 89 laps; 2. Ferrari (J. Kimberly: L. Marshall), 108; 3. Fiat (R. Keller: P. Farrago), 95; 4. Ferrari (W. Spear: G. Roberts), 106.

Classification on distance covered: 1. Cadillac-Allard (F. Wacker), 388.5 miles, 111 laps; 2. tie between Cadillac-Allard (J. Davidson: G. Weaver), 381.5 miles, 109 laps; and Healey-Cadillac (P. Walters: W. Price), 381.5 miles, 109 laps; 4. Ferrari (J. Kimberly: L. Marshall), 376 miles, 108 laps.

Class results: Up to 750 c.c.: 1. Crosley (F. Koster: R. Deshon), 89 laps, 52 m.p.h.

751 to 1,100 c.c.: 1. Fiat (R. Keller: P. Farrago), 95, 55.5 m.p.h.

1,101 to 1,500 c.c.: 1. TC M.O. (J. Van Driel), 95, 55.5 m.p.h.

1,501 to 2,000 c.c.: 1. Ferrari (J. Kimberly: L. Marshall), 108, 65.1 m.p.h.

2,001 to 2,500 c.c.: 1. Ferrari (L. Chinetti), 104, 60.7 m.p.h.

2,501 to 3,000 c.c.: 1. Jaguar XK 120 (J. Fitch: C. Whitmore), 95, 57.2 m.p.h.

Unlimited: 1. Cadillac-Allard (F. Wacker), 111, 64.0 m.p.h.

Retirements: Volkswagen (Kurt Hildebrand), 8 laps (overheating); Allard-Mercury (H. O. Beeley), 59 (engine); Jaguar XK 120 (T. Braun), 54 (brakes).

TEN DAYS TO GO

ONLY just over ten days remain before competitors set out from various starting points on their journey to Monte Carlo in this year's edition of the famous Monte Carlo Rally. The latest news from France indicates that the two mountainous sections—between Clermont Ferrand and Valence, and from Gap to Grasse—are heavily snowbound, over six feet of snow being found in places, although snowploughs have kept a passage of at least single car width sufficiently free to permit cars with chains to traverse the route. In particular, conditions are difficult in the neighbourhood of Le Puy; this section, of course, is included in the rally this year for the first time. The roads in Belgium and northern France have now cleared consider-

ably as a result of the recent thaw, although two weeks ago conditions in that area were extremely bad.

The B.B.C. are making extensive plans to cover the rally in the Light Programme. Reports will be broadcast daily from January 22, the day before the start of the rally, until January 26. Brian Johnston will be in London to introduce the reports of Raymond Baxter, who will be competing in the rally as co-driver to Gordon Wilkins of *The Autocar*.

Two firms who are offering assistance to British competitors during the night of January 23-24 are Clifton's Service Station, Ltd., 59, Sidcup Road, Lee, London, S.E.12, and C. Hayward and Son, 20-46, New Street, Ashford, Kent. Both will have a staff of mechanics on duty, and the use of the breakdown equipment and service station facilities will be at the disposal of competitors.



Winners of the Coupe des Dames in last year's rally—Mmes. R. Gordine and G. Roualt with their Simca.

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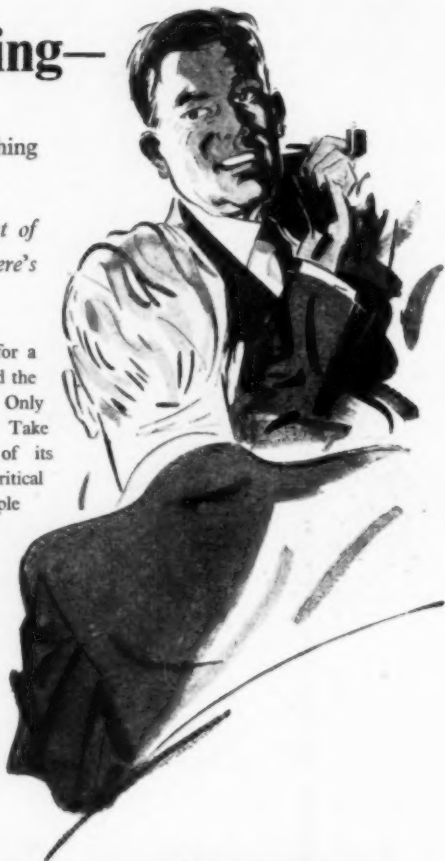
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Dewar Trophy for Rover



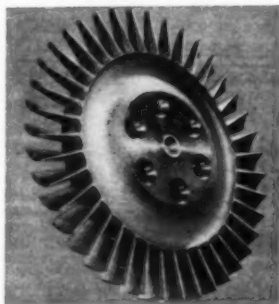
The Rover turbocar during tests in March, 1950. Behind the car stand Mr. Spencer B. Wilks, managing director of the Rover company (centre), Mr. Maurice Wilks, chief experimental engineer (left), and Mr. F. R. Bell, turbine engineer.

TURBOCAR RECOGNIZED AS OUTSTANDING ENGINEERING FEAT OF 1950

THE decision of the R.A.C. that the Dewar challenge trophy should once again be awarded annually for the most outstanding technical achievement of the year has meant that the Rover turbocar has received a much-deserved award. The Dewar trophy was presented by Sir Thomas R. Dewar, M.P., in June, 1904, and the list of previous winners shows the calibre of the achievements for which the trophy is awarded.

The introduction of the world's first turbocar by the Rover company in March, 1950, may be said to be, in some respects, the greatest achievement of all, because it is obviously extremely difficult for such a revolutionary form of power unit to challenge one with a strongly entrenched position such as that of the piston engine. Even in the prototype form, as demonstrated at the Lindley proving ground of M.I.R.A., the new power unit proved extremely impressive and gave great hope for its future development. While there remain several major drawbacks to be overcome, they cannot be said to be of greater magnitude than those which faced the pioneers of the piston engine.

Briefly, they are excessive fuel con-



The Nimonic turbine disc and blades are machined from the solid.

sumption, and the high cost of the precision manufacture of the turbine disc and blades. The balancing advantages of a small vibrationless rotary power unit are too evident to need reiteration.

As is on record in the R.A.C. certificate issued at the time of the test (Wednesday, March 8, 1950) the turbocar was shown to have an almost orthodox appearance and comparatively normal control by the driver, with the exception that the clutch pedal and gear lever are eliminated. The turbine was started by a normal electric starter and the time taken to start and run up to idling speed (about 7,000 r.p.m.) was 13.2 sec, the car moving forward in a further 3.4 sec. Once the car is in motion control by the driver is confined to accelerator and brake, while the steering is, of course, normal. A single lever provides for reverse.

The turbocar was driven for five laps of the proving ground circuit, which measures 2.75 miles per lap, and no attempt was made to attain maximum speed. However, during the test a speed exceeding 85 m.p.h. was readily attained, at which the rev counter indicated the astonishing figure of 35,000 r.p.m.

In an acceleration test from standstill the car reached 60 m.p.h. in 14 sec. Opinions vary on the degree of unpleasantness of the exhaust noise, but the overall volume of sound is not unduly excessive. Some observers found the high-pitched whine less pleasant than others, but the silencing problems should present no insuperable difficulties.

During the tests the turbocar was driven by M. Hudlass, the chief engineer of the engineering and technical department of the R.A.C., and by G. Geoffrey Smith, a member of the R.A.C. engineering and technical committee (who is editorial director of *The Autocar*). Subsequently the R.A.C. issued a certificate verifying the performance.

There is widespread satisfaction in motoring circles at this award to the Rover company, for the company's long record in automobile engineering has earned it universal respect, and its enterprise in gaining for Britain the honour of being the first country to introduce a gas turbine car is not easily measured.

Amongst those who co-operated with the Rover company in the design of the turbine should be mentioned Henry Wiggin and Co., Ltd., manufacturers of the Nimonic steel (a Mond Nickel patent) high-temperature-resistant turbine wheel and blades, machined from the solid; Joseph Lucas, Ltd., who were responsible for the combustion system and the electric starting; and Shell-Mex and B.P., Ltd., with Ricardo and Co., Ltd., who assisted in research.

Articles on gas turbines for road transport have appeared as follows:

"Gas Turbines for Cars," *The Autocar*, pages 512-516, June 20, 1947.

"Gas Turbine Progress," *The Autocar*, pages 430-431, May 7, 1948.

"More About Gas Turbines," *The Autocar*, pages 456-459, May 14, 1948.

"World's First Turbocar," *The Autocar*, pages 272-274, March 10, 1950.

"Demonstrating the Rover Gas Turbine," *The Autocar*, pages 302-304, March 17, 1950.

"Driving Impressions of the Rover Turbocar," *The Autocar*, pages 305-307, March 17, 1950.

"Turbine Cars in Competition," *The Autocar*, pages 1014-1016, September 29, 1950.

With the handsome Dewar trophy is the certificate awarded to the Rover company.



- PREVIOUS WINNERS**
- The Dewar Trophy was formerly awarded annually (when justified) for the most meritorious performance in R.A.C. certified trials, and the following are the winners to date:
- 1906 Dennis Bros., Ltd. (4,000-mile run in 20 h.p. Dennis car).
 - 1907 Rolls-Royce, Ltd. (15,000-mile run in 48.6 h.p. six-cylinder Rolls-Royce).
 - 1908 Anglo-American Motor Car Co., Ltd. (Standardization test of three 10 h.p. Cadillacs).
 - 1909 Daimler Co., Ltd. (continuous tests, 132 hours bench, 2,000 miles Brooklands, of two engines, 22.8 and 38.4 h.p.).
 - 1910 S. F. Edge (London-Edinburgh and back top-gear trial of 59.9 h.p. Napier).
 - 1911 Thomas Transmission, Ltd. (2,000-mile lorry trial, and London-Edinburgh-London car trial of 13.96 h.p. car, both vehicles fitted with Thomas transmission).
 - 1913 F. S. Bennett, Ltd. (32.2 h.p. 1914 Cadillac).
 - 1914 National Steam Car Co., Ltd. (National coke fuel lorry consumption tests).
 - 1920 National Benzole Co., Ltd. (10,000-mile trial of National Benzole).
 - 1921 John I. Thornycroft & Co., Ltd. (87-type lorry).
 - 1922 Armstrong Siddeley Motors, Ltd. (10,000-mile run by Armstrong Siddeley car).
 - 1923 Rapson Tyre and Jack Co., Ltd. (40,000-mile test of Rapson Cord Tyres).
 - 1925 Rover Co., Ltd. (Fifty ascents and descents of Switch-y-Groove pass on a 13.96 h.p. Rover).
 - 1926 Plus Violet Cordery (5,000 miles in an Invicta).
 - 1928 C. B. Wardman (Consumption and reliability trial of a Mercedes-Benz heavy oil lorry).
 - 1929 Plus Violet Cordery (30,000-mile run on Invicta chassis, Brooklands).
 - 1930-1949 Not awarded.
 - 1950 Rover Co., Ltd. (World's first gas turbine driven car).

13,000 MILES BY CAR FROM LONDON TO BOMBAY: PART I

*Overland*

A halt by a Bedouin encampment on a long stretch of desert road in French Morocco.

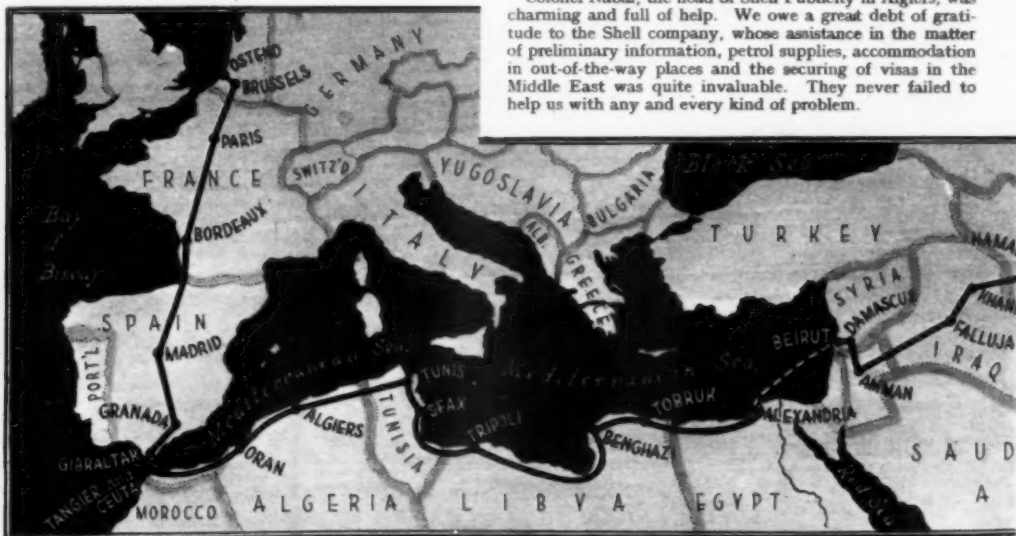
AFTER ten years dreaming and scheming of an overland journey to the Far East, my wife and I set off on April 13, 1948, to drive from England to Afghanistan and on to India. We used an all metal ex-W.D. Ford station wagon, thoroughly reconditioned and fitted with a new V8 engine and additional 22 gallon petrol tank.

The first part of our route was via Dover-Ostend to Brussels then on to Paris, Bordeaux and the Spanish frontier at Irun. The run through Belgium and France was delightful; but in Spain, apart from our kind friends at the British Embassy at Madrid, bad weather and the arid countryside, petrol difficulties and many other unpleasantnesses made our transit unenjoyable. The bad, potholed roads leading from Madrid to Granada and Malaga and a series of burst tyres from overloading, delayed us considerably and we did not reach Gibraltar until one month after leaving London. We spent ten pleasant sunny days on the Rock, sent off excess luggage by sea, greatly enjoyed a cocktail party on the French flagship and managed to buy some new tyres from Army sources. The ferry from Algeciras then took us across the straits to Ceuta

in Spanish Morocco, where we had our first contact with all the fascinating new sights, sounds and smells of the Arab world. Tetuan, the capital, was entrancing. We hurried on regretfully into the International Zone of Tangier. A unique city; it nevertheless did not invite a long stay. We were able to fill up with plenty of petrol and set off for the French Moroccan frontier at Alcazarquivir. From there a good tarmac road led to Fez, where we turned east along the main Casablanca-Oran highway. Past Taza, 200 kilometres of hot and humid desert road took us to Oujda on the Algerian border. We had our first glimpses of Bedouin tents and camels. Next day we proceeded over a mountainous but good road through Tiemcen to Oran.

After a week-end in this busy port we drove by night to Algiers, the last 100 miles through lovely flower-bedecked mountain scenery. Algeria is an attractive country for touring and the main roads are all of good tarmac. At Algiers, only the famous Kasbah, the native city, let us down—it was sordid, unromantic and very disappointing—in great contrast to the one at Tunis.

Colonel Nabal, the head of Shell Publicity in Algiers, was charming and full of help. We owe a great debt of gratitude to the Shell company, whose assistance in the matter of preliminary information, petrol supplies, accommodation in out-of-the-way places and the securing of visas in the Middle East was quite invaluable. They never failed to help us with any and every kind of problem.



by Dr. Matthew Du Fano



Odyssey

Taking the coastal route from Algiers as far as La Calle, we drove through rich mountain country to Bougie, thence along the impressive Corniche road to Djijelli and then through the hills again to Phillippeville and Bone. A lovely run finally took us up from La Calle to the Tunisian frontier at La Croix and the beautifully situated mountain resort of Ain Drahem, whence a very good road wound down to the plains and the main inland road from Constantine. The last stretch into Tunis was quite superb—a dead-straight highway which gave us nostalgic longings for the Lagonda Rapide we had left behind in London.

The signpost outside Tunis proclaimed that it was 3,000 kilometres to Cairo. Almost the entire length of that great stretch consists of open desert and we soon became familiar with the vista of endless sand and scrub, with the long heat-shimmering road disappearing into the water mirage on the horizon. We deviated westwards beyond Sousse to visit Kairouan, holiest Moslem city of Africa, and were shown round the beautiful mosques. In the evening a local sheikh threw a party for us, at which everybody drank lots of *boukha* and the dancing girls finally insisted, to the merriment of all present, on teaching my wife and me how to execute the *danse de ventre*.

We left Sfax late, and ran into a minor sandstorm beyond Ben Gardane, the Tunisian frontier town. After twice getting stuck in soft sand, in the dark howling gale and flurry of sand, we gave up and camped on running into a seemingly endless drift farther on. Sleeping out in the



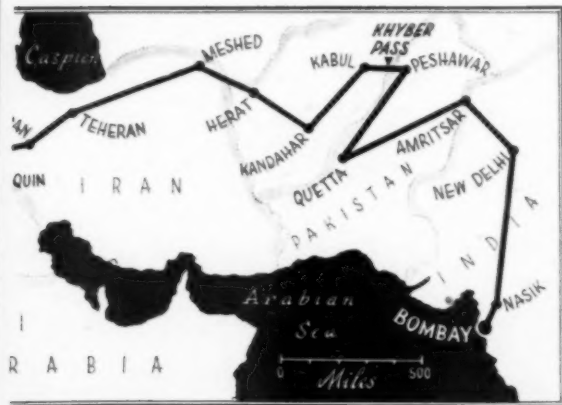
Tetuan, a city of white buildings among the hills. Below, half-shaft failure in the Libyan desert.



desert is not too attractive owing to numerous insects and possible snakes. Quarters for two inside the car were rather cramped owing to a wardrobe trunk at the back. I later found the roof—in or on a sleeping bag—comfortable and secure.

The following morning we managed, with the help of our shovels and wire "sand-nets," to extricate ourselves, and a passing Bedouin camel caravan kindly showed us a way on to firm desert over which we circumvented all remaining drifts. The Bedouins are charming, courteous, hospitable and trustworthy.

We stayed four days in Tripoli, an attractive city. From Misurata, 131 miles on, 525 miles of bad, neglected, bumpy tarmac lead to Benghazi. There are rest-houses at Sirte and Ajedabia but we slept in the car during the two nights en route and cooked all our own meals. Our Primus stove and box of tinned foods were, of course, invaluable, as throughout our journey. Four gallons of water always sufficed for all purposes. The desert was still littered with many wrecked and burnt-out vehicles; tanks, aircraft and





Well-wooded and rich mountain countryside in the Algerian hills near Yacouren.
Right: Sight, sounds and smells in the Arab quarter of Tetuan.



Overland Odyssey

continued

equipment—aftermath of the war. Mines have been cleared in most areas but it is still unsafe to go a yard off the road in the El Alamein region. Past Barce a half-shaft broke. Some kind soldiers helped us to install a spare. Excessive torsion from our outside sand tyres had finally worn the wheel hub bushings to a serious degree.

The road from Derna to Tobruk was horribly bumpy, pot-holed and neglected, the worst ninety miles of the entire route from Tripoli to Alexandria, which, although tarmac throughout, was mostly in great need of repair. A delightful little sandy cove provided excellent swimming at Tobruk. The officers' club was very comfortable. Otherwise Tobruk was a mere battered shell.

Thirty miles from the Egyptian frontier another half-shaft broke. It being three-quarter-floating, replacement was complicated and, under a burning desert sun, tough going. On arrival at Capuzzo ten hours later my wife went down with a very severe attack of bacillary dysentery. Delirious and with a temperature of 105 deg she had to spend a night of acute discomfort in a shack before being taken back 90 miles to the Military Hospital at Tobruk by an ambulance, sent out in response to a radio message from the Senussi frontier police.

No More Spares

A fortnight later we set off again for Alexandria, but forty miles past Mersa Matruh yet another half-shaft broke, and this time we had no spares left. The fates were kind, however. This usually depressingly empty road suddenly produced in rapid succession—two Guards officers on their way from Transjordan to England in a venerable old yellow Rolls-Royce tourer; then a charming Egyptian army officer in a Jeep; and finally a telephone inspector who miraculously produced the exact replacement.

By noon the following day we were celebrating the completion of the first half of our journey in draughts of iced Danish beer at Alexandria's excellent Hotel Leroy. It was by now early July. We decided not to travel farther in the heat and therefore spent the next two months in Alexandria. Our kind friends White Bey and Colonel Saif El Din greatly assisted us with residence and exit visas. Owing to the military situation we were not permitted on departure to cross the Sinai desert to Aqaba, in southern Transjordan, and therefore shipped to the Lebanon.

After three weeks in cosmopolitan Beirut we drove over the mountains to Damascus. Another half-shaft broke on the way, but we ended these troubles by installing a Ford 1-ton Pick-up transmission, with twin rear springs replacing the original single transverse one. This

modification, with our balloon tyres, gave a most satisfactory combination of comfortable ride, load-capacity and ability to keep going in sand and mud—requirements not attainable by the alternative of fitting smaller tyres. Colourful bazaars, intriguing food, courteous peoples in variegated dress, attractive gold, silver and brocade shops and an always hospitable atmosphere combine to make Damascus the most fascinating and delightful Eastern city in which we stayed. From here the Nairn Brothers run their famous transport service 500 miles across the desert to Baghdad, using the largest buses in the world. We travelled south, however, into Transjordan to reach the new tarmac road alongside the oil pipeline. Amman, the capital, a straggling Arab town with a few modern buildings, was full of wild-looking heavily armed tribesmen, U.N. officials, innumerable refugees from Palestine and tanned soldiers of the Arab Legion. After 48 hours there we returned northward to Mafraq and set off for Baghdad. With us we took a little white and ginger kitten which we found mewling piteously. We christened him "Abdullah" and he accompanied us on the rest of our travels.

After a night at H5 pumping station, where we enjoyed the superintendent's hospitality, we set off next day to cover the remaining 360 interminable miles across the lava-covered Syrian desert. Police checks and customs delayed us several hours and we did not finally reach R.A.F. Station Habbaniya until 4.30 a.m. Thanks to a kind R.A.F. friend, we were able to stay for three weeks at the officers' club here. My wife spent half this time in hospital undergoing treatment for the dysentery which had troubled her for several months. She was unfortunately not completely cured and after a serious relapse in Iran had chronic dysentery throughout the rest of our journey. She very pluckily carried on, nevertheless.

(To be concluded)

London, 3,287 miles says the wistful R.A.F. signpost at Habbaniya.



M.A.C. JUBILEE: AMONGST THE FOUNDERS OF THE MIDLAND AUTOMOBILE CLUB WERE MANY WHO LATER BECAME FAMOUS IN THE MOTOR INDUSTRY

JUST fifty years ago, on Friday, January 11, 1901, a meeting was held at the Grand Hotel, Birmingham, as a result of which the Midland Automobile Club was founded. Happily the club's history is complete, as all the minute books are in the possession of the present secretary, Mr. Leslie Wilson, and an accompanying illustration shows a portion of the first two pages of the original minute book which records that important foundation meeting.

The attendance was over thirty, the minutes referring to those present as "automobilists in the Midlands," and the names were read aloud of about sixty local residents who had expressed their willingness to become members. It was unanimously resolved that a club to be known as "The Midland Automobile Club" be formed forthwith, and an organizing committee of eight was elected to prepare rules and regulations. It comprised C. Verne Pugh, J. D. Siddeley (now Lord Kenilworth), J. A. Holder, Alfred Bird, J. Chatwin, A. J. W. Millership, H. Austin (the late Lord Austin) and Frank Lanchester, who was elected hon. secretary (pro tem).

A general meeting was held in Birmingham on March 11, 1901, to approve the rules prepared by the organizing committee and to elect officers. J. D. Siddeley was in the chair, and the meeting elected J. Broughton Dugdale as president, Frank Lanchester honorary secretary, and Allan Tangye treasurer. The members of the committee were H. Austin, J. Chatwin, G. A. Cox, J. A. Holder, A. J. W. Millership, J. D. Siddeley, J. W. Stocks, G. Thompson and H. J. Yates. A list in the minute book of those present includes other names well known in the motor industry, such as T. Hamilton Barnsley, who was for long connected with the Lanchester company, Harvey Ducros (Dunlop), Albert Eadie (B.S.A.), R. F. Hall (E.I.C. Ignition), F. W. and G. H. Lanchester, Mr. R. Lawrence (Wolsley), J. W. Stocks, A. and H. Tangye, C. P. Type, H. W. Staner and Henry Sturmer (both of *The Autocar*).

On April 20 came the club's opening run to the Shakespeare Hotel, Stratford-on-Avon, duly recorded in *The Autocar* of April 27, 1901. Following the run some members went on to Warwick, where the county council was sitting, in order to demonstrate their cars to the councillors, who were considering the imposition of speed limits in the county. Thus quite early in the club's life it took an interest



Mr. Leslie Wilson, present secretary of the club, at a check point in the recent Torquay Rally.

in local conditions, and the minute book records many instances of bad stretches of road surface or other similar matters being taken up with the appropriate county council, often with good results.

Sporting events were very much to the fore in the club's programme, and its first hill-climb was held at Gorcott Hill, on the Birmingham-Alcester road, on October 5 and, again, duly recorded in *The Autocar* of October 12. There was also a competition known as "balloon chasing," but this seemed to involve financial loss, although it is not recorded whether the club had to foot the expense of the balloon.

During 1903 the club had affiliated with the Automobile Club of Great Britain and Ireland, and it subscribed five guineas to the A.C.G.B.I.'s road fund to improve the course of the Gordon Bennett race in Ireland; it also had an enclosure at the

course, a fact which shows that its members had a general and not merely a local interest in sport. On July 25 in that year a climb was held at Sunrising Hill, results being decided on formula, and there were two stop and restart tests included, one on the first bend and the second some thirty or forty yards before the finishing point. One of the timekeepers was H. J. Swindley of *The Autocar*.

The third annual report, covering the year 1903, shows that the club was in a quite healthy condition with a bank balance of £20. Its membership had increased to 116.

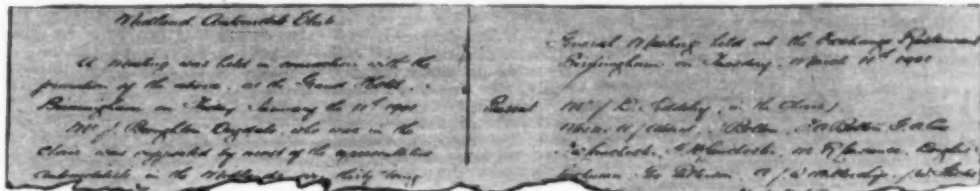
The next event of real importance was the first Shelsley Walsh hill-climb, on August 12, 1905. The length of the course was 992 yards, in which there was a rise of 347.12 feet. This was a handicap event decided on the formula time \times horse-power, and the horse-power weight

was calculated by the formula $\frac{D^2 \times \sqrt{SN}}{5}$

D being the bore, S the stroke (both in inches) and N the number of cylinders. There were 41 entries, and fastest time of the day was made by E. M. C. Instone on a 35 h.p. Daimler with a four-cylinder engine of 134 \times 150 mm (8.461 c.c.) in 77.6 sec. It is interesting to contrast this with the present record for the hill of 37.35 sec made by the late J. Fry on the Freikaiserwagen.

Shelsley, of course, has remained the venue of the club's hill-climbs ever since, which have been held there every year, with the exception of the war years.

Naturally the Jubilee will be celebrated, and at the annual dinner and dance on February 9 (at the Grand Hotel, Birmingham) it is hoped that many of the surviving founder members will be present; Lord Kenilworth, who as J. D. Siddeley was the first chairman of the committee, has accepted the invitation. Then at Shelsley on June 23 it is intended to include a cavalcade of 50 years of motoring, including as many as possible of the cars and their original drivers of the first Shelsley in 1905.



Above is a reproduction from the first M.A.C. minutes, which read as follows: "A meeting was held in connection with the formation of the club, at the Grand Hotel, Birmingham, on Friday, January 11, 1901. Mr. J. Broughton Dugdale, who was in the Chair, was supported by most of the representative automobilists in the Midlands, over thirty being present. The names of about 60 gentlemen resident in the Midlands who had signified their willingness to become members of the Club, if formed, were then read out. Mr. C. Johnson, Secretary of the Automobile Club, London, having explained the position of affiliated clubs, it was unanimously resolved:

That a Club to be titled The Midland Automobile Club should be formed forthwith, and that an organizing Committee of eight should be elected to prepare the rules and regulations.

The following gentlemen were then elected

Organizing Committee: Messrs. C. Vernon Pugh, J. D. Siddeley, I. A. Holden, Alfred Bird, J. Chatwin, A. J. W. Millership, H. Austin and Frank Lanchester, Hon. Sec. pro tem.

The above-mentioned committee having carefully prepared rules for the Midland Automobile Club, a general meeting was called to receive and pass same and arrange for the officers to be elected for the first year.

General Meeting held at the Exchange Restaurant, Birmingham, on Tuesday, March 11, 1901.

Present: Mr. J. D. Siddeley (in the Chair) Messrs. A. J. Aldred, I. Bolton, F. A. Bolton, F. A. Cox, F. W. Lanchester, G. H. Lanchester, M. R. Lawrence, Douglas Leitchman, Geo. Patterson, A. J. W. Millership, I. W. Stocks, Geo. Thompson and H. J. Yates. Mr. J. D. Siddeley was elected to the Chair. The rules drafted by the Organizing Committee (appointed to undertake this work) were now gone through.

and after slight amendments being made, were approved.

Election of President: It was then proposed and seconded that Mr. J. Broughton Dugdale of Wroxall Abbey be elected president of the M.A.C., carried unanimously.

The election of vice-presidents was left to the committee to carry out at the earliest opportunity.

Hon. Sec.: It was next proposed, seconded and carried that Mr. Frank Lanchester be elected hon. sec. to the club.

Hon. Treas.: For the post of hon. treasurer, Mr. Allan Tangye was unanimously elected to take office.

Committee: The following gentlemen were elected members of the committee: Messrs. H. Austin, J. Chatwin, G. A. Cox, I. A. Holden, A. J. W. Millership, J. D. Siddeley, I. W. Stocks, G. Thompson and H. J. Yates.



Seasonal Ski-lift

MOTORING TO THE MOUNTAINS — NOT ONLY FOR THE HARDY

SOME whim of government has raised the ration of foreign currency now available from £50 to £100, giving those who can "go the whole hog" a rare chance. As a result, a few ideas on a most appealing form of winter holiday may be welcomed. Readers of this journal will remember the week-end dash to Val d'Isère in a T.D. Midget, described by Gordon Wilkins early last year; those with holiday time in hand may be attracted by a winter sports holiday at a slightly more leisurely pace, but still by car.

The suggestion to drive to winter sports may be sneezed at by those who regard the steam-heated carriage or wagon-lit as the only conveyance, and who are accustomed to wake to

the clatter of wheels and the glitter of snowfields. They will probably imagine kilometres of ice and snow-bound roads, with numerous unclimbable passes. But the overall picture is not too alarming, and the keen ones will find that travel by car adds a preliminary spice to the holiday. For reasons of economy, too, there are advantages in taking a party by car. The Austrians, French and Swiss are keen to encourage it, by means of roads that are kept as free from snow blockage as labour and snowploughs can make them.

Some accent has been placed on the French resorts, for the distance is bound to be an important consideration for British motorists, who will choose skis rather than wheels for most of the holiday. The French are proud of their own method of skiing, developed by Emile Allais, which is now taught in their schools, and which enables beginners to make rapid progress in both senses. The holiday for beginners will be enjoyable, and not too bone-shaking.

Switzerland, with many famous centres, is still very popular, but devaluation has naturally had a bad effect on costs. However, the Swiss Hotels Association announces that visitors from abroad who stay for a fortnight at one hotel will be granted a bonus of 50 francs (about £4 3s) as encouragement. This concession is operating until the end of February. Austria and Italy are popular, and those who consider going as far as the Dolomite centres, or Cortina d'Ampezzo—of Alpine Rally memory

—or to Sestrières, will find that they can take part in the Automobile Club Torino's Sestrières Rally, which is from February 23-26 this year, and in the concomitant winter sports. London is one of the official starting points; details from the R.A.C. Naturally in all these countries there are higher resorts that are not accessible by car in winter, but often the car can be left close by.

Austria, with the value resulting from the good exchange rate, now 67 schillings to the £1, is a fair distance, but still a possibility for hardy motorists. Perhaps the cheapest route to the Alps is via Ostend, where the fast motor road can be taken south to Basle. A party will cut the *per capita* costs considerably. Austria is just one vast Alp, and offers great variety in winter sport, with simplicity in accommodation. The Arlberg Pass is to be kept open this winter as far as possible, and the car can be taken through the tunnel by rail at a cost of about a pound. Access can also be via Paris and Basle.

For France, holiday planning will be assisted by the French National Tourist Office. The *Michelin Guide Ski* is invaluable, with its hotels, altitudes, and advice on winter motoring. It costs 3s 6d, and is available at the motoring organizations. Membership of the Ski Club of Great Britain—the governing body of British skiing—might be an advantage for the serious. It provides club representatives at the sporting centres, while its publications, the *British Ski Year Book*, and *Ski Notes and Queries* are the best source



FACTS AND FIGURES

Switzerland.

Rate of exchange.—12 Swiss francs to the £.
Petrol.—5s 4d per gallon.
Documents.—Carnet or Triptyque. International driving licence is not essential.

France.

Rate of exchange.—900 fr to the £.
Petrol.—5s per gallon. Oil is inferior, and motorists are advised to take their own.
Documents.—R.A.C. or A.A. will provide Carnet or Triptyque. British driving licence is sufficient, provided car is under owner's name. No visa required for British subjects.

Austria.

Rate of exchange.—67 schillings to the £.
Petrol.—3s 11d per gallon.
Documents.—Austrian Triptyque and international certificate for motor vehicles. International driving licence. Military permit is no longer required for Austria.

Italy.

Rate of exchange.—1,750-1,800 lire to the £.
Petrol.—6s 7d per gallon for normal. Super-grade is slightly higher.
Documents.—Carnet or Triptyque. International driving licence is advised.

of information in this country. There are London premises with a well-equipped specialist library. The entrance fee is ten shillings, and the subscription £1 per annum, and entry is by member's proposal, or by means of representatives of the club abroad.

Winter motoring is exhilarating, but to reach some of the mountain resorts either knobby tyres or chains are advisable, even if only kept in reserve. Those who have not yet bought their equipment are advised that prices are cheaper at the ski centres in France than in this country. A roof rack, one of the tubular steel type, is popular for carrying equipment. Up-to-the-minute advice on the conditions at the resorts can be obtained at the *Syndicats d'Initiative* at most towns adjoining

Riviera visitors will find skiing within easy distance of Nice, at Auron, and the Pyrenean resorts of Superbagnères, Sospel and Gourette attract many visitors. The great French centres are those of the Haute Savoie and the Dauphiné, in the Alps. They are conveniently reached on the south-easterly sweep of the fast N.6, from Paris via Auxerre, Maçon, and Lyons. The Massif Central has sporting facilities, but weather makes a winter holiday here difficult to plan in advance. Alpine resorts, as at Val d'Isère, offer skiing and bobbing into the spring; here the snow may last until early May.

Among these Alpine resorts, Megève, at 3,600ft, in the Haute Savoie, is one of the luxury stations. This year 80 hotels are available; there are five ski-lifts, and two funiculars, not to mention skating rinks. The season lasts until the end of March. Chamonix is the *doyen* of French resorts, at 3,440ft, in the valley of the Arve, which descends from Mont Blanc. The season lasts until the end of February; 63 hotels are now operating, and there are funiculars, several ski-lifts, and famous mountain ski runs. Val d'Isère is at 6,000ft, near the Col d'Iseran. There are 22 hotels, a funicular and two ski-lifts, with various take-offs and the high-speed course at Roche de Bellevorde. It is linked to Bourg St. Maurice by good roads protected from avalanches.

L'Alpe d'Huez is in the Dauphiné, at 5,900ft, with a season lasting until the end of April. This year the world's bob sleigh championships will inaugurate the new run; 26 hotels, ski-lifts and a skating rink are among the

Folkestone-Dover-Boulogne.—The car carrier S.S. *Dindard* will maintain a daily service from Folkestone to Boulogne and vice versa until February 3. Car rates, at owner's risk: single journey, wheelbase not exceeding 8ft 6in, £5. Not exceeding 9ft 6in, £8. Petrol is allowed in the tanks. Motorists' fares, one class only, single £1 10s. The car-carrier service between Dover and Boulogne will be resumed on March 17, and continued until further notice.

Dover-Dunkirk.—Day and night service. The only "drive on and off" service. Car rates, at owner's risk: single journey, wheelbase not exceeding 8ft 6in, £5. Not exceeding 9ft 6in, £8. Petrol may be carried in the tanks. Motorists' fares: single first-class £2 3s. Third class £1 10s. Maximum number of passengers per vehicle permitted to travel at "motorist" fares are five per car, including the driver.

Newhaven-Dieppe.—Tuesday, Thursday and Saturday. Occupants travel by the passenger steamer service. Vehicles may be carried by the M.S. *Nantes* and M.S. *Rennes* with petrol tank full. Petrol in separate containers is not allowed. Car rates: single journey, at owner's risk: wheelbase not exceeding 8ft 6in, £5. Not exceeding 9ft 6in, £8. Motorists' fares (on the passenger steamer), available for two months: single, first class £3 6s; return £6 12s. Third class single £2; return £4. Car may be carried on the passenger steamer and the rates are: wheel-

amenities. Cars are best left at Bourg d'Oisans, as the climb is a difficult one.

While it is possible to pay high prices at some of the resorts, the average will be about 20-35 shillings per day, and the catering and "cellarage" are, of course, thoroughly French, with all that that implies.

In Austria, the most popular centres will be the westerly ones, as they require less motoring. St Anton, Lech, and Zürs all lie in the Arlberg region, and all are motoring possibilities. Prices, plus small local taxes, are ranging from 50-100 Austrian schillings a day for moderate to good hotels. In the Innsbruck region are Seefeld and Ehrwald, and not far away in the Oetz valley, the popular, and cheap, Sölden and Hochsölden. This area is among the magnificent Stubaieralpen. Obergurgl, the highest Tyrolean village, is accessible only by sleigh. Further east are Zell, Kitzbuhel, and Badgastein. In Austria the accent is more on the mountains than on the *beau monde*, and a leather-trousered and bright-jacketed band of Tyroleans will provide the evening dancing, rather than a famous orchestra.

St. Moritz, Pontresina, Chateau d'Oex and Grindelwald are among the accessible Swiss resorts. They are all well equipped. Hiring of equipment is possible, though the prices are somewhat high. Pontresina provides a full season of sporting events this year, and the Geneva Motor Show, which is



FERRIES

base not exceeding 8ft 6in, £8 5s. Not exceeding 9ft 6in, £12 5s. Passengers accompanying car may embark on the night steamer at Newhaven from 9.30 p.m. and may remain until 8.15 a.m. at Dieppe.

Dover-Calais.—Daily services. Vehicles may be carried on the S.S. *Invicta* with main petrol tank full, but petrol in separate containers is not allowed. Car rates: single journey, owner's risk: wheelbase not exceeding 8ft 6in, £8 5s. Not exceeding 9ft 6in, £12 5s. Motorists' fares: single available for one month, and return for two months. First class single £2 7s 6d; return £3 15s. Third class single £1 13s 6d; return £3 7s.

Folkestone-Calais.—Daily services. On the S.S. *Mad at Orleans*; petrol tanks need not be emptied, but separate containers of petrol are not allowed. Car rates and motorists' fares as for Dover-Calais.

Dover-Ostend.—Daily service by passenger steamer, on which cars may be carried. M.V. *Car Ferry* not operating in winter. Car rates: single journey, owner's risk: wheelbase not exceeding 8ft 6in £5; not exceeding 9ft 6in £8. Motorists' fares: single, available for one month, and return available for two months. First class, single £2 6s 3d; return £3 12s 6d. Third class, single £1 15s; return £3 10s.

from March 8-18, could be an added attraction.

It is worth noting that Michelin have just published two maps for skiers, for French-speaking Switzerland and the Bernese Oberland, and for central Switzerland. These show all the resorts, with heights, and details of accommodation and equipment.

As to motoring precautions, after-dark driving will be necessary, and therefore head lamps dipped to the correct side; the prescribed yellow bulbs are desirable. Failing tinted bulbs, some temporary yellow Cellophane will help towards *entente*. A car well sealed from draughts, and a wind-screen warmer will be a blessing on the long stretches.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Quixotic

THE necessity for businessmen to visit overseas territories becomes apparent when one reads of the quixotic likes and dislikes in the various territories. Here are a few from Iran and other countries of the Middle East. Iran: British cars employed mainly for town work. Taxi drivers do not like them, because they are so often off the road for maintenance. American cars are getting a similar reputation, and taximen are against such complications as automatic transmissions. Hydraulic jacks will not operate in summer temperatures. All countries: Economy of petrol wanted, as it is very dear. Room for ten passengers (literally—smallish people) is desired; maintenance should be able to be carried out by semi-



Semi-skilled labour.

skilled labour, with no special tools. Short, high cars are thought to be funny; everything should be pilfer-proof (hotel guests take their hub caps in with them), and there should be plenty of chromium. Slow deliveries and occasional failures are giving British engineering a bad name in the area.

A depressing list, maybe, but these things have to be reckoned with by the successful exporter.

♦ ♦ ♦

Oil Cooling

AS one who loses a fair amount of coolant through, I presume, evaporation, and who therefore worries about his anti-freeze (although he has been many times told that the anti-freeze stays put while the water steams off) I wish we could combine lubrication with cooling by using the engine oil in a single system. Apparently the theory nowadays is that the oil should be good and hot, so that it is no longer practicable. Granville Bradshaw tried it in the early days in one of his designs.

The advantages are incidental, but obvious. It is one less level to check, and one less liquid to pour into the thirsty engine. As for the winter, we could afford to laugh at it, oil freezing

'way down below anything we humans need worry about. Of course, oil changes would be expensive, even if less frequent.

♦ ♦ ♦

Judgment?

HOW easy it is to spot the not-so-hot driver by those many small tell-tales. One easy way is the negotiating of a double obstruction, where something blocks one side of the road and, a little farther along, something else blocks the other side. If these obstructions are capable of hiding pedestrians it is well to give each a wide berth, but frequently they are perhaps only road workers' debris and it is possible to take a straight course down the centre of the road, avoiding both.

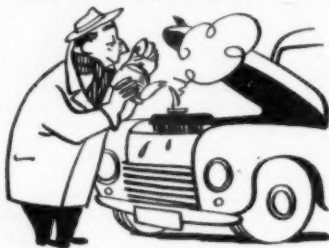
If such a circumstance arises and you watch the cars making their way, it is odds on that nearly all will swing right out to one side of the road and then right back to the other, rather than take the straight and narrow.

♦ ♦ ♦

H. and C.

THE sad story of my relatives, was told to me by their host after a recent party. Their car had been parked out in the street on a bitter night; it had refused to start at 1 a.m. They had walked home, arriving at 4 a.m. (they insisted on going), and in the morning the car had had to be towed in, the battery having gone down following the use of the side lamps all night.

I wished they had rung me up, for there was an easy remedy for this re-



Easy remedy.

calcitrance which many people do not think of. Drain the water system and fill up with hot—something which can be done fairly easily when one is at the home of a friend. If there is anti-freeze in the radiator, then drain into receptacles, get the car started and well warmed up, drain again and replace the anti-freeze mixture, having warmed it first.

All very troublesome, but better than a night out; and even if you

sacrifice the anti-freeze down the nearest drain, its replacement is cheaper than a tow-in and a battery charge, plus heaven knows what in terms of personal inconvenience.

♦ ♦ ♦

Shampoo and Shine

ON a recent Saturday morning I decided to wax polish the car. "You've chosen a good day for that," remarked my neighbour, referring to the temperature, which was just above freezing point. As a matter of fact, it seemed that I had. I did not use the hose, but for the sake of my fingers employed a bucket of warm rainwater, into which I had put the requisite quantity of one of the synthetic detergents intended for use on cars. This cleaning process was repeated, and then I went in to lunch while the car dried off. Afterwards, the wax went on and assumed a lustre that I have rarely obtained, and by the time I had finished (it was a day's work) the car really looked admirable.

I think the extremely satisfactory polish was owed about half and half to the cleanness induced by the chemical and the consistent and low temperature, accompanied by a dry northeasterly wind. And, of course, on the next morning my 50-mile journey was a wet one.

♦ ♦ ♦

Tick-lick

TRUE story (I am assured): Visitor to friend, busily engaged in stripping down a vintage Bentley (dated about 1924)—"What's the matter with the timber?"

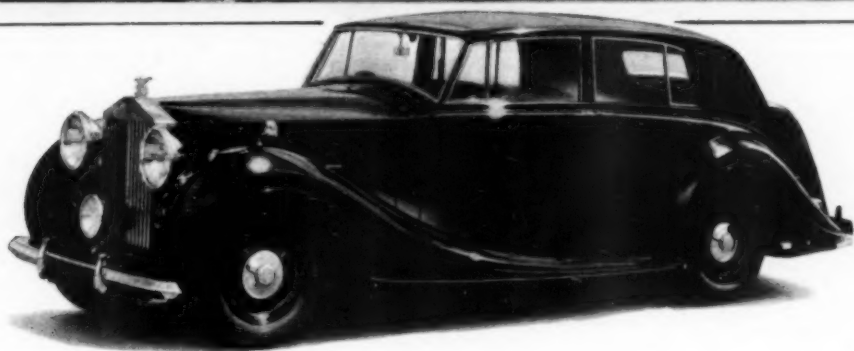
"Death watch beetle, old man."

After the customary go-on-with-you exchange the friend was convinced, and the beetle was, in fact, present. How it had got there no one knew, but presumably this peculiar insect can go to other places besides church roofs for its diet. Anyway, it is the first time that I have heard of a death watch beetle in a car, and I have no desire to make its closer acquaintance.



Other places besides church roofs.

Guardi's "Santa Maria della Salute" is one of the great paintings of the Venetian School. It hangs in the National Gallery and is reproduced here by permission of the Trustees.

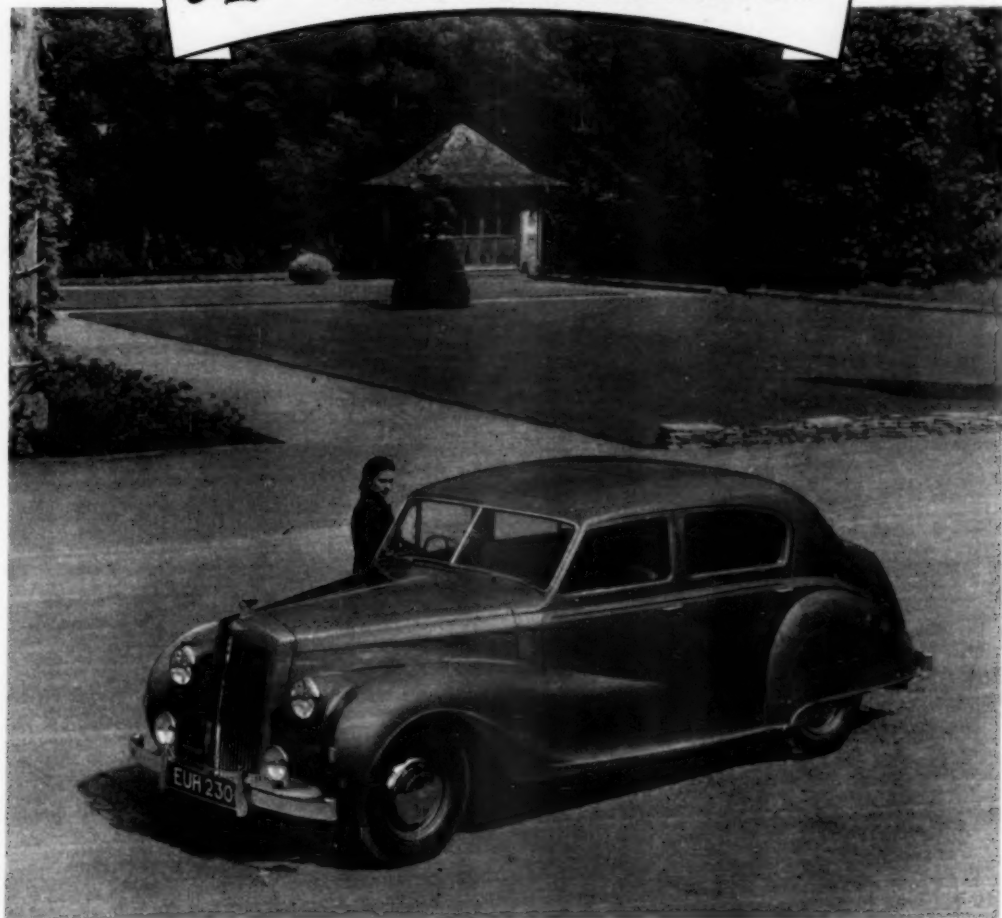


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when they reach their highest expression,
enrich the age to which they belong.

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Vander Plas PRINCESS II
COACHBUILT SALOON on the Austin 'A135' Chassis



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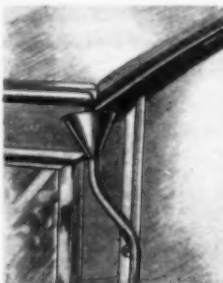
VANDEN PLAS (ENGLAND) 1923 LIMITED, KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9. Telephone: COLINDALE 6171-2.

CARAVAN COMMENTARY

CURRENT DESIGN POINTS : ADVENT OF THE SUN-FLAP :
MASCULINE KITCHEN DESIGNS : CRUCIFORM CHASSIS

THE freedom from petrol rationing, allied with the high charges made by hotels, has increased the popularity of caravanning and it is doubtful whether there is any other investment today which will give such good returns in freedom and economy. This is reflected in the increased demands for touring types and the production of a number of new models—some by manufacturers who have been preoccupied with making living vans.

Though nothing remains static in detail design of caravan interiors in last year's Show there was no violent breakaway. The sun-flap, for years a feature of Car Trailers' Countess, was to be seen with added valance and awning on the new Siddall 15ft 6in Rainbow and again as a full-depth opening at the rear of Berkeley's Messenger. This last is also a new touring type of 12ft 6in length, weighing some 16 cwt ex-works, which means, fully loaded, a towing load of about 18 cwt. The makers claim it to be suitable for towing behind what used to be known as a 10 h.p. car. This requires some explanation. It is wise never to exceed $1\frac{1}{2}$ cwt of van per nominal horsepower of the towing vehicle, but a car with a four-speed gear box and a low bottom gear can cope with a much heavier van than can one of similar engine size with only a



three-speed box and a bottom gear of just over 16 to 1.

The rear sun-flap on the Messenger makes impossible the provision of the fashionable end-kitchen; the centre kitchen provided is, however, a model of neatness and good layout. Whether a full-sized gas cooker, with its extra weight, is a necessity for a holiday van is debatable, but the glass anti-splash sides to the hot-plate and sink are an important feature.

Too many interiors still appear to have been designed by men—lucky chaps—who have never washed a dish or fried a sausage for themselves. In a number of cases there is little or nothing in the way of anti-splash devices; some installations have protection at the back only, others at the

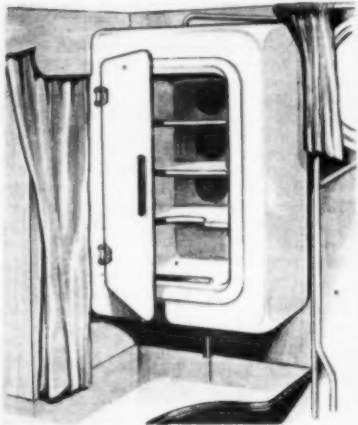


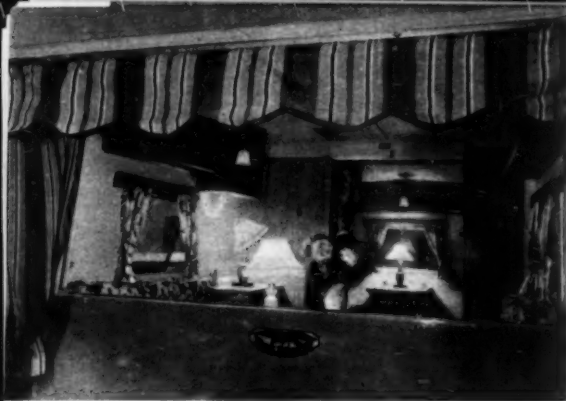
A folding bed in the 18ft Winchester Royal. Left: care is taken on the Winchester caravans to lead grimy roof water away without soiling the walls. An awning retention moulding is also standard.

back and one side. In one case the sink and cooker cover, when raised, blot out most of the light from the end window. Rimless draining-boards of plain aluminium, designed to open out over a bed, are another source of annoyance. A waterproof covering must be used to protect the bed and if sufficient angle is used to get the water to run back into the sink then the crockery slides back as well. It was good to note at Earls Court that the otherwise delightful Cheltenham Gazelle has been improved in this respect.

A feature the passing of which is to be regretted, is the stable, or divided, door which has apparently been sacrificed to the simplicity dictated by high labour and material costs and modern

Sketch : the 10-gallon water tank of the Silver Knight 15 which is also a cool cupboard. Construction is of plastic material and the water is contained within the double walls. Right : the Silver Knight kitchen would bring joy to any woman's heart. Ample cupboard space and table room are available.





The attractive interior of the new Raven Castle seen framed by the valance of the sun-flap.

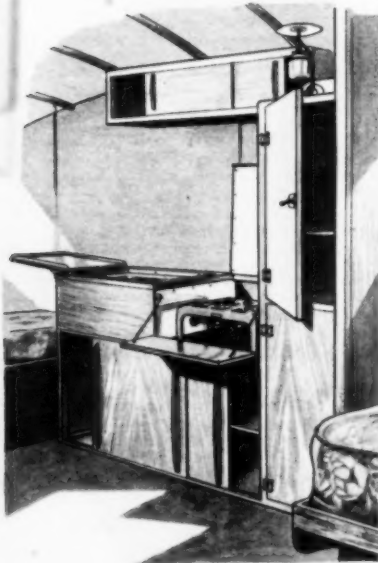


The Cheltenham Antelope now has a three-panel window at the front. Ample cupboards flank the centre hotplate. The single roof is retained in the interests of light weight.

styling. Its function is to some extent taken over by the large plastic roof-lights now generally fitted, but where the door is adjacent to the stove it is a nuisance not to be able to get a little air to carry away cooking fumes without opening the whole door.

Generally speaking, the 1950 standard of finishing and furnishing is much improved in comparison with that of a year or two back. In nearly all cases it is now usual to include in the purchase price mattress coverings, cushions, curtains and, in some vans, carpets. Unfortunately none of the manufacturers has been able to return to the practice of providing the specially decorated sets of china and cutlery in fitted racks which were as much part of a pre-war caravan as was the chassis. Show reminders of these

On the Car Cruiser Cadet, folding panels enclose the kitchen unit when not in use. They also form a work-board and drainer.



were to be seen in the Winchester Royal and Earls Court models but, even in their superb luxury, the china, of 1939 vintage, was there only to show the proper employment of the racks.

Butane gas for cooking is now customary on all new vans: even the tiny new 9ft two-berth Glider Flyte is so provided. For lighting, too, nearly all vans are piped and fitted but it is surprising how few touring models are wired to employ electric light from the battery of the towing car. Cheltenham, Siddall, Thomson and, of course, Winchesters are among others to be generous in this provision. The butane heater seems to some extent to be giving way to oil stoves. Quite a number of the caravanning fraternity still champion the use of oil for both heating and cooking, and there is a lot to be said for their preference. Paraffin can be obtained at any village and modern heaters burn entirely without smell. Nevertheless, a tiny leak or a drop of paraffin spilled in a caravan can go a long, long way.

Bunk Comfort

Almost without exception the mattresses supplied with modern vans are of either the interior multi-spring type or moulded latex. In some the choice is optional. Many customers have a preference for one or the other, but either will ensure real comfort. In a few cases where, in previous models, the length and width of beds had been found to be insufficient—notably the Thomson Almond—this has been remedied, even though it meant increasing the overall length of the caravan.

The vertical-sided ovoid styling of the modern van lends itself to the employment of aluminium channelling to carry away the rainwater from the roof. This is a great improvement over earlier arrangements, but there is still a lot to be done to obviate the horrid black streaks which mar the walls of any caravan kept near a town. Coventry Steel, in their 15ft Silver Knight, give a lead in this matter by fitting pipes of ample diameter and strength at each corner and so anchor-

ing them that they can also be used for manhandling the vehicle on the site.

The love of big awnings displayed by the French at all international rallies does not seem to have caught on with their British counterparts. Only two of the manufacturers at Earls Court had awning-retention channelling fitted, and yet this seems a very desirable feature. Perhaps Britain's more boisterous weather is against its use.

As to the chassis, it must be admitted that design and performance have been allowed seriously to lag behind that of cars. Not a single van at the Show had a shock-absorber of the simplest type; torsion bars are unheard of. Yet, despite claims of manufacturers to the contrary, one still hears tales of new vans which become almost uncontrollable at very modest speeds. Do not from the foregoing imagine that every caravan charges all over the road—the majority tow very sweetly at speeds much in excess of the legal 30 m.p.h. limit—but "snaking" is a very real problem about which little has been done. It appears to be bound-up with rolling and the movement of the wheels in a fore-and-aft direction in relation to the van while travelling over uneven surfaces. It would seem that softer springs and shock absorbers, tied by a torsion bar, would help to remedy these evils.

Brambers have produced a cruciform chassis with a tubular centre main member which has independent suspension, incorporating the Spencer-Moulton Flexitor bonded rubber springs. This has been tried on special test tracks and found very satisfactory on one of Car Cruisers' new Cadets, but only time in the hands of private owners can show whether it is the answer to this difficult problem.

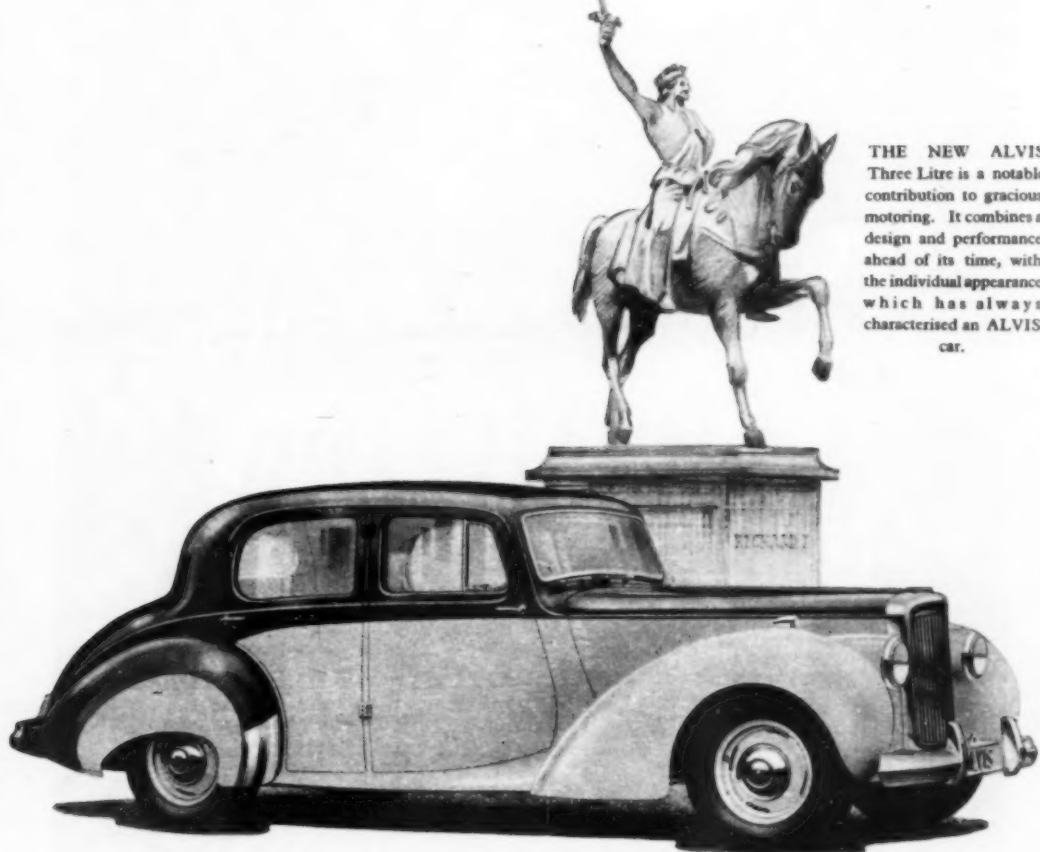
A final observation on chassis design concerns the continued use of long lengths of unsupported steel cable for brake operation. Cables are always liable to stretch and should be replaced where possible by rods running through rubber-bushed eyes. Adjustments would then be more positive and the efficiency of overrun brakes increased.

J. Y.



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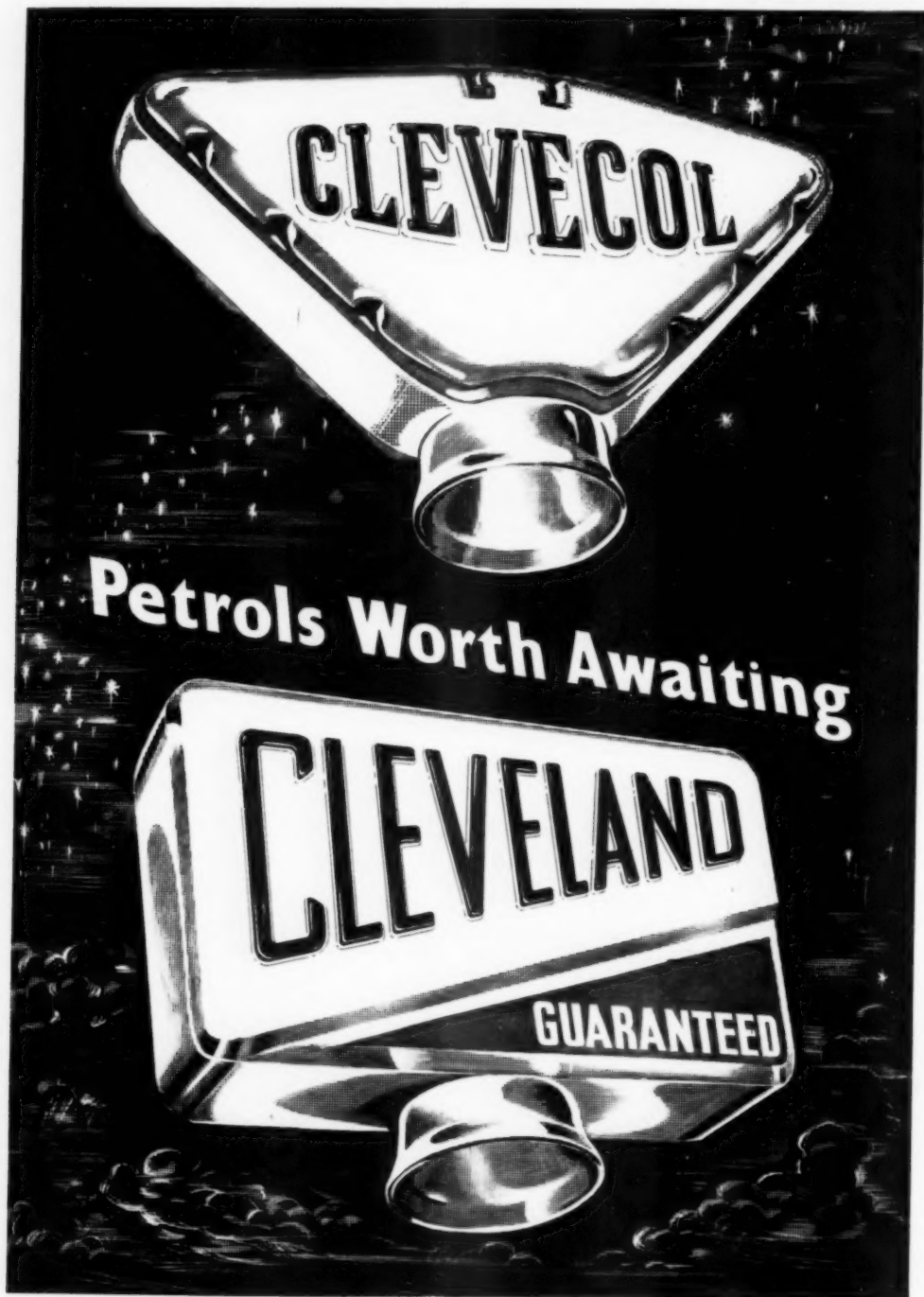


The New Alvis Three Litre

ALVIS LIMITED

COVENTRY

ENGLAND



1951 Cooper

IMPROVED VERSION OF THE
FAMOUS 500 c.c. RACING CAR

Among the many design features illustrated by this cutaway drawing are the rack and pinion steering, twin brake master cylinders, methods of mounting of the fuel tanks, engine and gear box, the final drive by universally jointed half-shafts, and the drip-feed chain oiling system.

SPECIFICATION

Engine.—Single cylinder, 80 mm x 99 mm 497 c.c. J.A.P. modified speedway type motor cycle unit. 2 valves per cylinder, push rod and rocker operated. Amal carburettor; B.T.H. or Lucas magneto. Alternative power units can be fitted to suit individual customers.

Transmission.—By chain to Burman four-speed motor cycle gear box, thence by chain to rear axle. No differential fitted as standard, ZF-type available as extra if desired. Many different ratios available, easily altered by changing engine sprocket.

Chassis.—Welded box section and tubular construction with independent suspension front and rear by wishbones and leaf springs. Newton dampers. Rack and pinion steering, 1½ turns lock to lock.

Main dimensions.—Wheelbase 71½ in, track (front) 46½ in, (rear) 36½ in. Dry weight, 500-520 lb. Weight distribution with driver in car and front fuel tanks filled, approximately equal on front and rear.

Tyres.—Dunlop, racing, 4.00 x 15 in front, 5.00 x 15 in rear, on cast Elektron wheels.

Brakes.—Lockheed hydraulic 2-L.S. front and rear, 8 in dia. x 1½ in, operating in liners cast into Elektron drums integral with wheels.

Fuel system.—By gravity from small header tank, fed by AC mechanical pump from up to four side-mounted tanks; total capacity 12 gallons.

Price.—£500 less engine (with J.A.P. unit £582); exempt from purchase tax.

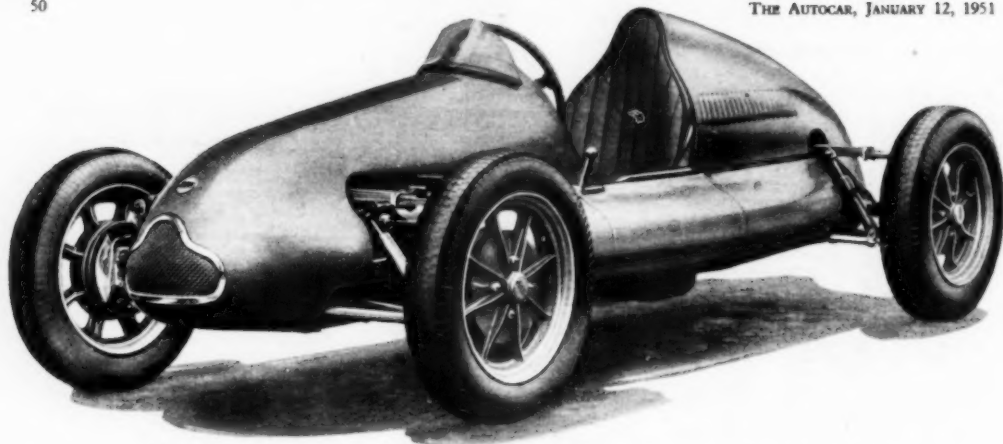


Autocar
CORPORATION

THE 500 c.c. Cooper has become justly famous as the first car of this type to be put into serious production, and also as easily the most successful car to race in this category, which is now officially recognized as the international Formula 3. With such a sound basis on which to build, John Cooper and his father (J. M. and C. N. Cooper, respectively) have wisely decided that their new 1951 model should retain the same fundamental layout as its predecessors, although many detail changes have been made.

The main dimensions of the car remain unchanged; that is to say, wheelbase and track. The same independent four-wheel suspension is used, and the engine and gear box are situated as before, behind the driver and in front of the rear axle centre-line. Nevertheless, many changes have been made in construction; while the main chassis side members are still of box

section, the new car also incorporates a tubular member above each of these, with welded supports and diagonal bracing, which immensely increase the rigidity of the chassis as a whole. At each end come the fabricated boxes which carry the horizontal leaf springs, that at the rear end also carrying the light alloy housings for the bearings of the final drive shaft. The wishbones which form the lower suspension arms are built up, as before, of tubes, and the vertical wheel carriers are also unchanged, as are the Newton telescopic dampers; the brake back plates, however, are now cast in Elektron, as are the wheels, which incorporate cast-in brake drum liners. The brakes remain 8 in diameter Lockheeds, but are now of the two-leading-shoe pattern at the rear as well as the front, two master cylinders being used to minimize the risk of brake failure. The steering is by a very neat



1951 COOPER —continued—

Although the main chassis dimensions have not been altered, the 1951 Cooper looks smaller than its predecessors. Fuel is now carried in side-mounted tanks within a streamlined fairing, from which the hand-brake lever emerges convenient to the driver's left hand.

rack and pinion with helical teeth, the ratio remaining at $1\frac{1}{2}$ turns from lock to lock.

Units fitted as standard in this chassis are the 500 c.c. J.A.P. racing engine and the Burman four-speed motor cycle-type gear box, the drive being, of course, by chains. Other units can be fitted to suit the requirements of individual customers. Duralumin chain sprockets are used, and a drip-feed system of chain oiling has in consequence been provided from a small tank mounted at the rear. Fuel is carried in light alloy tanks, two of which are

rubber-mounted by straps on each side of the chassis structure, giving a total tank capacity of twelve gallons; from these, the fuel is fed by a mechanical pump operated by a cam on the final drive shaft to a small header tank in the body fairing, whence it flows by gravity to the carburettor. An oil tank is mounted behind the driving seat in such a position that the incoming air from the scoop under the centre section—which is now the only air intake point for engine cooling—cools the oil *en route*.

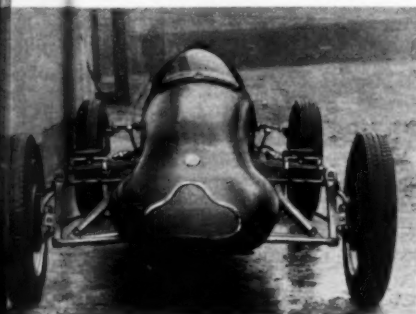
The frontal area of the new car has been considerably reduced by comparison with last year's model, the body being notably slimmer than before. Both the nose-piece extending back to the cockpit and the rear engine cover are pivoted in such a way that by releasing four clips both of them can be raised away from the centre of the car, exposing the complete chassis to view; moreover, the hinge pins are readily detachable should it be desirable to remove the panels completely. These sections rest on rubber blocks.

This head-on view of the new car emphasizes its sleeker and slimmer lines, with a consequent reduction in the frontal area. The i.f.s., by wish-bones and leaf spring, and the splayed mounting of the telescopic dampers, remain virtually unchanged from those of previous models.

By this construction the body framework is reduced to a minimum, and the light alloy panels are not subjected to any stresses, and should therefore be long-lived. The driving seat, upholstered with Dunlopillo, now fits the driver more closely than hitherto, while the gear and hand-brake levers are mounted externally to the body, protruding from the fairings which conceal the fuel tanks.

Owing to the more widespread use of magnesium alloy castings and the reduction in the amount of body framework, the overall weight of the complete car has been still further reduced, the new model actually weighing 371b less than the previous special lightweight type; that is, little over 500lb dry. It is intended that the cars shall be produced in batches, with a more extensive use of jigs than has hitherto been possible; the selling price has been fixed at £500 less engine, the total price with the J.A.P. unit amounting to £582. As before, it is also proposed to supply the cars in a modified form with the 1,100 c.c. twin-cylinder J.A.P. engine, rendering them especially suitable for sprint events as well as Formula 2 races.

The remarkable success of Cooper racing cars has been a feature of post-war racing, and has done much for British prestige all over the world. The new model should enhance the high reputation already enjoyed by the manufacturers, and should gain a large proportion of the honours in the Formula 3 races of 1951.



IMPROVED H.T. CABLE

IT used to be considered that sea air was good for one because of the ozone in it. Whether that be correct or not, there is no doubt about the harmful effects of ozone on the natural rubber insulation of high tension cables. It is not suggested that ozone may be present in sea air in sufficient concentration to cause trouble, but when a high tension cable touches or runs close to a metal surface a slight electrostatic discharge occurs and ozone is formed. That in itself will not cause trouble if the cable is well ventilated, but if the cable is in a confined space, as is

the case when the ignition leads are bunched in a metal conduit, the rubber will be attacked by the pockets of ozone which collect.

If the cable is stretched at such a point by a sharp bend the brittle surface coating resulting from ozone attack will crack and allow the rubber beneath it to be attacked in turn. The process will continue until the core of the cable is actually exposed or until the remaining layer of insulation is so thin that it breaks down.

In an ideal ignition layout with the high tension leads kept away from metal

parts and running direct to the plugs, no trouble may be expected, but ideals are not always attainable. For that reason, Joseph Lucas, Ltd., whose research department has for long worked on the problem, have drawn up a specification for h.t. cable which provides for an outer covering of one of the synthetic rubbers, but as Neoprene, which is much more ozone-resistant than natural rubber. The Lucas ozone-resistant cable is somewhat more expensive, but its increased life and freedom from breakdown are compensation for the additional cost.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

DIESEL EXPERIENCE

Data on the Mercedes 170D

[63053].—Having read in your journal some months ago an article about the Mercedes-Benz diesel, Type 170D, I wonder whether some of your readers might be interested to learn my personal experiences with this particular type, a specimen of which I bought about three months ago and in which I drove up till now a little more than 10,000 km (6,300 miles).

During these there was not the slightest trouble with the engine, nor with the car in general, and the bonnet had to be lifted only for checking oil and fuel and for the normal maintenance.

As to its performance, it is shown best by the test in which I took the car the other day to compare its acceleration with that of a new Citroën Light Fifteen, driven by a friend.

Undoubtedly, thanks to its extraordinarily easy four-speed gear box, which enables the driver to change gears very quickly, the acceleration was as good as that of the Citroën up to about 65 k.p.h. (40 m.p.h.). However, from 65 k.p.h. to 100 k.p.h. (about 60 m.p.h.) it became slower than the Citroën, having a top speed of only 100 k.p.h. (62.5 m.p.h.).

This top speed of 100 k.p.h. is—according to the official instruction manual—also its allowed cruising speed, and it may be said that after many trips during which I uninterruptedly kept up that speed for hours, for example on the German Reichsautobahn from Duisburg to Frankfurt and back, the car never once showed any signs of tiredness, or even of more than its normal oil consumption.

The only disadvantage, of course, is its typical diesel knock when running very slowly, and especially when its engine is still cold; the knock is rather loud, indeed. However, once running or revving-up, it definitely is as smooth and as noiseless as can be expected from an engine of 1,700 c.c.

The driving economy is its main point. Personally I checked its fuel consumption over 5,000 km, part of which had been covered on long trips at a cruising speed of 100 k.p.h., and still it amounted only to 6.8 litres per 100 km (about 41.6 m.p.g.). Taking into consideration that the price in Holland of 1 litre of diesel oil is about one-third of that of 1 litre of petrol, this Mercedes-Benz can be compared as to its running costs—in Holland, anyhow—with a normal petrol-engined car with a fuel consumption of about 124.8 m.p.g.

I know this sounds unbelievable, but it is true all the same, so that you can understand that one simply must love this car, especially after having driven it oneself, because, besides its extreme economy, its springing and road-holding are simply superb, whilst its coachwork is very well finished, having all kinds of accessories, such as interior heating apparatus, defroster, cigarette-lighter, ashtrays and so on as standard equipment.

During the past few weeks I had to leave the car outside during some very cold nights, in which temperatures were registered of -10 deg C (14 deg F), but not once it gave me any difficulty in starting the cold engine in the morning, thanks to the four "glowing plugs" fitted in each cylinder, which can be easily operated and put into action from the fascia.

The only important point to which one has to pay a good deal of attention is that the diesel oil must be as clean as possible to prevent the injectors from becoming dirty, which, however, can easily be dealt with by using always a very fine filter whilst refuelling.

O. A. F. HORSTMANN.

Wassenaar, Holland.

ROAD SAFETY

Too Much Courtesy from Motorists?

[63054].—I would like to suggest that one of the reasons why our accident rate is so high is that too many motorists show too much consideration for other road users, such as cyclists or pedestrians; the result is that the latter come to rely upon the motorist giving way, but every now and then he doesn't.



Thame, in Oxfordshire, has a charming fountain and ornamental basin at the side of its wide main street.

CORRESPONDENCE

I have visited many foreign countries where the accident rate is lower than here, in spite of the fact that motorists in the main drive more "wildly" and with much greater use of brakes and horn. But in these countries the pedestrian—or cyclist—knows that he must take care of himself and place no reliance on any consideration from the car driver. Result—fewer accidents.

Though I do not suggest that British motorists all have perfect manners, yet every driver knows that most pedestrians in our big cities risk their lives daily by suicidal disregard of elementary precautions.

R. E. RUSHEN.

London, S.W.1.

To Toot or not to Toot?

[63055].—I was interested to read the request by "Country Copper" [63022] for motorists to "toot" cyclists before overtaking. For doing just this I failed in my first driving test, being informed that I was "driving on the horn," and entering into a competitive spirit with other road users. (Other crimes were not knowing the shape of the plate of a Halt sign and driving at the dangerous speed of 10 m.p.h. past a Slow sign.)

I would like to add that I passed the test the following month, and still toot at cyclists before overtaking. C. F. SCHOOLING.

Farnham Common, Buckinghamshire.

NEW CAR DELIVERY

Traders and the Directive

[63056].—It appears to me that the organization responsible for framing the directive issued to motor agents and traders has not taken sufficient cognizance of two important factors in its probable effects.

First, since no person who owns or has owned since the war a new car, a car which is in good condition, or a car which can be made serviceable, may be afforded delivery of a new car, it is logical to assume that any person possessing such a car is hardly likely to part with it. It would seem, from this, that



CORRESPONDENCE

— continued —

A New York
reader's 150
m.p.h. model
(letter 63058)

the poor dealer is expected to put himself voluntarily out of business, since he will not in future be able to acquire any saleable stock, and cannot pay his way on the number of new cars he can deliver. I feel that this will be overtaxing his integrity! The second factor, which more directly concerns the motorist, results directly from the foregoing.

To enable him to make a living at all, the dealer may be compelled to discharge his redundant salesmen, and cover his loss of income from the sale of used cars by a heavy increase in his charges for repairs and servicing. In this way, neither the motorist's nor traders' interests are being served by the organization to whom these should be of primary importance.

The fact that the new Covenant and directive can only serve to inflate still further the price of second-hand cars has already been the subject of comment, so there would be no point in enlarging upon it. I should, however, be grateful if someone would enlighten me as to how the overall result can be beneficial, as the disadvantages appear to me far to outweigh the advantages.

May I add that I have no connection whatever with the motor trade?

Cambridge

J. A. GRANTHAM.

CUSTOMER VIEWPOINT

Reply to the Service Outlook

[63057].—Your "Service Viewpoint" in the issue of December 15 is interesting and amusing. However, I must take up the cudgels on behalf of the motorist, and whilst in no way claiming to be other than a typical sufferer, here are a few of my sources of criticism of the service station:

(a) The pump attendant who puts the first quart of petrol on the mudguard. (b) The apprentice who gets oil on the wings when topping-up the sump and then wipes it off with an oily rag, thereby making an even greater mess. (c) The profuse scratches one's cellulose always collects in a couple of days in the workshops. (d) The oily finger prints on the chromium bumpers where Joe hauls himself out of the pit. (e) The utter drivell the service manager talks when trying to palm off the customer with an inferior job (at an extortionate price). (f) The same gentleman explaining why "because of his poor workmen" he cannot honour his timetable. This is invariably given in a confidential aside and in a manner almost certain to evoke your sympathy! (g) The ham-fisted mechanic who overtightens brass nuts and bolts—usually on the fuel lines—and then glibly tells you that it's time the unions were changed. (h) The mechanic who puts everything on the back seat in its delightful oily state—this usually when deoking. (i) The grease-bay attendant who, having drained the sump, replaces the rectangular plate (not common on many cars) the "wrong" way round so that within 24 hours the sump has resealed itself. (j) The mechanic who, after deoking an o.h.v. engine, does not retighten the head after warming-up, and reset the tappets (but assures you he

has). (k) The grease-bay attendant who, finding a blocked nipple, puts a lavish amount of grease on the outside but never bothers to remove and clear the obstruction. (I've seen this done.) (l) The service manager blandly admitting that a vital part of your engine (e.g., cylinder head) has been damaged but that he'll "see you right" (at full retail price, of course). (m) The same gentleman, having just taken your cheque for, say, £50—after completely "reconditioning" your engine—who explains the zero hot oil pressure as a temporary phase until "the bearings settle down." (n) The welder who welds your cracked bumper whilst it is still attached to the car and thereby mars a large area of cellulose. (Similarly the one who welds a cracked wing and ruins one of your tyres.)

I could complete the alphabet!

Chesterton, Oxfordshire.

A. R. TOWERS.

SPEED MODELS

Onwards to 200 m.p.h.!

[63058].—I designed and drew my own plans and built the car shown. It measures 40in in length, 12in wide at the widest part, and 10in high at the tail piece, and weighs 16lb. It is powered by two model aeroplane Dyna-jet engines, developing 2½lb static thrust each, and is made entirely of balsa wood and white pine, lined with two layers of asbestos ¼in thick (each layer) to protect the inside of the car from the heat. It requires four guide lines attached to a steel pylon, each wire of 60lb test, to hold the car on its course of the regulation circle 72ft in diameter.

The car has a ground clearance of ½in, so any surface it runs on must be deck-top smooth, or it will up-end very quickly. I have had trouble in finding such a place.

As you know, to start jet engines of this type requires a sparking coil and battery, and an automobile hand pump, or high-pressure portable air tank. Once the engine is started all contact with the car is finished until it stops running from lack of fuel, or crashes. Before we were stopped by the police from testing the Red Nosed Demon, as I call it, we timed it at better than 150 m.p.h.

I designed the car to better the 200 m.p.h. mark, which I hope it will reach soon if I can find a place to test it to my heart's content. Maybe I'll have to come to England, for it seems you people model race a great deal.

FRANCIS X. GRUBER.

New York.

DISC BRAKING

Previous Applications to Cars

[63059].—I was interested in your leading article and the excellent article by A. G. Douglas Cleese (December 15) on disc brake developments. A reference to the early brake on the A.C. car is included, but this merely consisted of a stationary disc pressed on to a single revolving disc by a lever and would be quite unsuitable for present-day designs. It owed any power it had to its position on the gear box, where it ran at engine speed but with the disadvantages of all braking strains being passed through the transmission and axle shafts. Also end thrust was not self-contained and came on to the gear box bearings.

I designed and fitted very successful disc brakes to the Harper Runabout (1922-23 and 24) and they were entirely satisfactory. I felt that they had many advantages over existing types and would eventually supersede them, just as the single disc clutch has supplanted cone, spring coil, expanding and other clutches that have been used in the past. The duties of brakes and clutches are similar in that one drives the car by friction and the other stops it by friction, so that what has proved best for clutches should be best for brakes, with suitable modification.

My brake liners were actually interchangeable with those on the single-disc clutch on these Runabouts and the two pressure-plates carrying the liners were pressed on to the central revolving slotted steel disc by steel balls which operated in countersunk or inclined tracks in the brake-operating levers. These ball tracks were hardened and the balls rolled easily up the inclines to apply the braking pressure with minimum loss of power.

Adjusting was extremely simple by tightening two bolts, which brought the pressure plates closer together to take up any wear on the liners. As the surfaces were flat, 1/64th-inch clearance was quite sufficient to leave "daylight" around the centre disc, which was therefore quite free in the "off" position. There was none of that wearisome fitting and bedding-in of liners to drums.

I also made a successful self-energizing disc brake at the time, just as described in your article, but preferred the plain direct action, entirely under the control of the operator, as being more reliable and consistent for general use. Success of the brake without a self-energizing feature was contributed to by

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CORRESPONDENCE

continued

the small clearance necessary as mentioned above, which resulted in a very small travel between the "off" and "on" positions, thus allowing greater mechanical advantage and power.

A further step forward today is the modern type of oil seal, which helps to maintain brake friction constant and prevents greasy or tacky liners and drums, a frequent cause of brakes failing on the one hand, or seizing and juddering on the other.

I shall look forward with interest to further developments.
Stretford, Manchester. R. O. HARPER, Technical Director,
Graham Brothers (Motors), Ltd.

END TO END

Impossible Average Quoted

[63060.] Referring to Mr. Percy Richardson's letter [63040], surely it is practically impossible to average 19.8 m.p.h. in a trip from Lands End to John o' Groats and at no time to exceed 20 m.p.h. with a modern car, let alone in 1911, with a Sheffield-Simplex, and in top gear throughout.

Forth, Lanarkshire. R. MACKAY DAVIDSON, B.Sc.
[Other readers have raised this point, with which *The Autocar* agrees. The contemporary report in this journal confirms the average, but is significantly silent about speeds reached.—Ed.]

Steam Car Journey Still Unique

[63061.]—I think that fine sportsman, Percy Richardson [63040], must have misread my letter about the late H. W. Egerton's feat in 1900. What I intended to convey was that he did it on a steam-driven car (not petrol), and I think I am correct in saying that this has never been repeated.

I recall very vividly the sensation the Sheffield-Simplex made when it covered the "end-to-end" route on top gear in 1911. As I have recently driven the entire distance on the first four-wheeled Wolseley car ever made, I can appreciate, perhaps rather better than others, this truly remarkable performance of forty years ago. How any car designed in 1911 was able to climb, say, Berriedale Hill, in Caithness, on top gear is beyond me. It is one of the tragedies of the early British motor industry that this fine car went out of production.

Epsom, Surrey.

ST. JOHN C. NIXON.

HAVE WE PROGRESSED?

Slap Down for the Satirist

[63062.]—I read and digested the contents of "Goodwill to Most Men" (December 22). However, I must be a contortionist, for though I digested I certainly didn't swallow one single word of its appalling bias and naive reactionary composition carefully disguised behind a thin and incredibly distorted sense of humour. By the way, in case anyone may have any doubts I do have a keen sense of humour. Perhaps that is why I am writing this. I don't like the art misused and directed against a hard-working, clever and well-informed section of the community known as the car designer.

Michael Brown can evidently see nothing right in any of the new design features, and lest he saw one single improvement he carefully closed his eyes, held his breath and proceeded to record every single imaginary disadvantage, however absurd and irrelevant, in the post-war car. I, with millions of other normal motorists who cover great distances for business purposes, heartily congratulate the modern designer. "Well done," we say, "and here's to still better work and results in the year 1951. The normal motorist, who rarely makes himself heard through a motoring journal, is 100 per cent behind you in your efforts to make motoring safer and more pleasant. And don't ever revert to the hundred and one unpleasant features of pre-war small car design. We have all assumed them to be dead and buried."

It's time Michael Brown's ideas, and others like his, went the same way.

Christchurch, Hampshire.

JOHN L. WALLER.

[Michael Brown comments: "New Year Resolution—I will not try to be funny, I will not try to be funny, I will . . ."—E.]

Appreciated Pre-war Features of Design

[63063.]—Michael Brown's Christmas article on modern designers set me thinking about my own family saloon. This has the now popular big four-cylinder engine, with 2½ litres capacity and o.h.v. The three-speed all-helical gear box has a good stiff lever mounted directly on the box, and incorporates

an automatic overdrive, giving a choice of five forward speeds and a freewheel. The brake drums are 18in and the wheels are wire, so the brakes do not overheat. The head lamps are extra large, and are mounted clear of everything else, so that a nudge on the wing in a car park does not affect their adjustment. Both front wings are clearly visible from the driving seat, and the side lamps have tell-tale red spots on top. The radiator can be filled without opening the bonnet, but the latter hinges centrally and gives complete accessibility to either side of the engine. Fully automatic chassis lubrication is fitted (or was, until some dim-witted previous owner had it removed). The body is panelled in aluminium, so it never becomes pocked with rust, even if scratched right down to the metal. The front seats are separate, and the hand brake, which is a lever and not an umbrella, lies conveniently between them. The big steering wheel is telescopically adjustable and has four spring spokes.

The instruments comprise speedometer, rev counter, clock, oil pressure gauge, combined petrol and oil level gauge, and radiator thermometer, and even the mileage recorder can be easily read at night. There is a rear window blind. The wheelbase is long (9ft 8in), giving steady riding over Continental roads, and there is room for a tall man wearing a hat in both front and back seats, which have pneumatic cushions. When the front seats are pushed right back, there is still ample leg-room for a tall man behind. A sunshine roof is fitted.

This car cost just over £400 when new, and is worth £100 more than that today. It is a 1938 Riley Big Four saloon. It is not for sale.

E. H. T. JUKES.

Barnet, Hertfordshire.

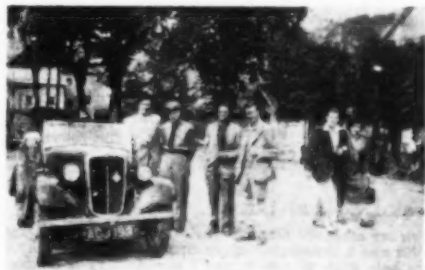
RELIABILITY

2,009-mile Trip in a Morris Tourer

[63064.]—After reading letter [63002] I should like to add this testimonial to British small car reliability. This summer my wife, myself, her brother and cousin journeyed to Lake Como and back in my 1937 Morris tourer. Our combined weight was well over forty stones and our luggage, which we pushed into every available space, was considerable.

The journey took us through Switzerland, via the Susten and St. Gothard passes, and we returned over the Simplon and Furka passes. During the whole trip, which was 2,009 miles, we had no trouble whatsoever, and indeed we enjoyed many envious looks from owners of bigger and newer cars of many nationalities who were on the roadside with their heads under the bonnet!

Upon our arrival in Switzerland we met an American with a large Studebaker, and after thoughtfully rubbing his chin he presented us with his "water can" which, he assured us, was an absolute necessity when travelling over the passes. It is with some pride, then, that I can say that the car did not boil



once and that we had no use for the can except as a funnel to pour in the gallon of oil we carried with us. Our oil consumption was high, about four gallons; but when one realizes that we used bottom gear for as much as ten miles without stopping on more than one occasion it is understandable.

May I add that the car had been in no way coddled before the trip. Before buying it in 1946, when the mileage was very uncertain, it had been owned to my knowledge by two different farmers and a village policeman, and had been given good hard wear during the war years. My own work has taken it over 50,000 miles of Welsh border roads and into many farmyards in all weathers.

Knighton, Radnorshire.

JOHN PRICE.

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Oil Found in Radiators

I bought a fairly old car recently and have found that oil collects in the radiator header tank. I have renewed the head gasket which now appears quite sound. There is no evidence of water getting into the oil and the car runs satisfactorily. I have flushed out the system thoroughly but the oil returns. N. E. B. Stafford.

THERE is an old trick used by some lorry drivers of putting oil in the radiator for emergency anti-freeze purposes. When this has been done it is very difficult to get rid of—it persists even after the system has been flushed several times. Check, therefore, that the oil is not simply a residue. If fresh oil is getting into the water there must be something wrong with the cylinder head joint. If the gasket is sound make sure that the head has not become distorted.

Appeal Procedure

On August 23 I was fined and disqualified from driving for a year because I failed to produce my insurance on July 28, the cover having expired on June 29. The insurance company immediately renewed from the date of expiry and this was made clear in court. The conviction was contrary to the information given by Lawyer-on-Wheels (*The Autocar*, November 24) in which he reported that if the insurance company accepted responsibility this provided adequate "special reasons" for avoiding disqualification. How can I appeal? A. H. P. Luton, Bedfordshire.

UNFORTUNATELY your appeal time has expired. For the benefit of others who feel that the magistrates' decision is wrong as to conviction or unduly severe as to sentence the procedure is to go to a solicitor at once because it is necessary to lodge an appeal within a certain time. The solicitor can also advise on the different appeals available.

Brake Squeal Cures

On my otherwise magnificent A40 the brakes shriek alarmingly. Many attempts have been made to cure it, and I would be glad of advice. S. G. London, N.W.10.

BRAKE squeal can be caused by a fault in the design or construction or material component of a brake drum, shoe, back plate, or lining. One cure, widely used by the owners of some vintage cars, is to fasten a thin, narrow strip of felt right round each drum with a big Jubilee clip, to kill the resonance of the drum. Successful results have been obtained on some A40s which have developed this fault by drilling a 1/4 in hole through the leading edge of each lining (not the shoe) between the two rivets which anchor each lining end. Another method worth

trying is increasing the chamfer on the leading edges of the linings.

Although the problem of squeal sounds simple to remedy, the outbreak of this complaint among many new cars has so far baffled experienced brake and car designers. While one cure is effective on a certain car it may not be satisfactory on another car of the same model. The Motor Industry Research Association is making investigations.

Stationary Idling

Is it permissible when parked by the kerb, waiting for a passenger who has gone into a shop, to have the engine running—with the driver at the wheel? Glasgow. J. A. B.

YES; only if you "quit the vehicle" must you stop the engine. It must be stopped, however, if it is unduly noisy, except in traffic hold-ups.

Backlash

Backlash is felt on my 1933 Wolseley Hornet when the car is started away first thing in the morning while the gear oil is still thick and heavy. I can also move the propeller-shaft about an inch with my hand while the rear brakes are on. However, when running, the differential is silent.

Is backlash detrimental and would you recommend that I should do something about it? S. A. G. Norwich.

YOU should not worry about the backlash in the transmission, as an inch gives rise to no concern. Bear in mind that that inch represents the wear not only in the differential components, but also on the half-shafts, universal joints, and the splines.

Battery Deposits

Since the engine of my 1934 Wolseley Hornet was overhauled a month ago I have had difficulty in starting from cold.

The trouble would appear to lie in the battery, as for a short time after I have cleaned the positive battery terminal the car starts easily on the starter and appears to run much better. After a few days, however, there is a deposit around the terminal and the car is difficult to start again. The terminals are securely tightened.

Can you help me to prevent this happening? My garage informs me that the battery is in good condition. B. C. D. Taunton.

IT is not likely that the deposit which forms on the positive terminal can be the real cause of the trouble in starting from cold. Only if deposit forms between

the terminal pillar and the terminal clamp could it result in a bad contact in the connection, and if the terminal clamp fits well on the pillar and is properly tightened it should, of course, be impossible for deposit to form there.

If a deposit is actually forming between the contact surfaces of the connection then either the pillar or the clamp has become deformed or accidentally damaged so that a proper contact is not resulting.

Another possibility is that the battery is not retaining its charge; if it is exposed to the weather so that the top of it becomes wet and dirty, it is possible that surface leakage is taking place as a result. Such leakage would be assisted by the deposit.

After cleaning the deposit away, coat terminals and clamps with Vaseline.

Changing Bearings

I am not at all satisfied with the white metal bearings in my 1939 11-litre as they do not seem to last as I would like them to. Although I have chrome liners and a good filter, thus keeping the oil absolutely clean, they seem to me to fail to stand up to the hammering action, quite apart from wear.

This makes me wonder whether there is any better kind of bearing than white metal which can be got. Can you make any suggestion? R. G. O. Manchester, 3.

IT is quite possible to have your bearings replaced by lead bronze which should solve your problem. It is usual, however, to harden the crankpins before using these bearings; if you neglect this precaution you must expect a higher rate of crankshaft wear.

An alternative which would be worth trying is to use one of the specially hard white metal alloys developed for racing engines and we would suggest you consult a specialist company before giving up the idea of white metal entirely.

Light to Gauge

I recently purchased a 1939 Ten and find that instead of an oil pressure gauge a warning light is fitted.

I wish to fit this instrument to my car and would appreciate some information. Barnsley, Yorkshire. K. M.

NORMALLY, in cars with an oil warning light, the electric contact for the light is operated by pressure in an oil pipe taken from the engine in exactly the same way as a pipe is taken from the engine to a pressure gauge. It is only necessary, therefore, to disconnect the pipe where it reaches the operating component of the warning light and—possibly lengthening the pipe—connect it to a gauge.



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After 10,000 miles running you often find that the top speed of your car falls below its previous best. Luckily it is a fault which is easily remedied. Most likely, all you need is a new set of valve springs, for if these are tired valve performance is necessarily poor and power escapes at every piston stroke. When renewing valve springs always specify Terry's—then you are sure of getting the very best that are made.

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| 1949 HILLMAN Minx 10 h.p. Saloon, Pastel Green, Brown leather, 9,000 miles. | 1948 ROVER '75' Sports Saloon, Black, Red leather, 6,000 miles. |
| 1949 HILLMAN Minx Mark IV Saloon, Black, Brown leather, 8,000 miles. | 1949 STANDARD 'Vanguard' Saloon, Suede Green, Green leather, 1,000 miles. |
| 1949 HUMBER Hawk 14 h.p. Saloon, Satin Bronze, Red leather, 7,000 miles. | 1949 SUNBEAM-TALBOT '80' Convertible Coupe, Silver Green, Buff leather, 4,000 miles. |
| 1949 HUMBER Hawk 14 h.p. Saloon, Black, Brown leather, 5,000 miles. | 1949 SUNBEAM-TALBOT '90' Saloon, Silver Green, Buff leather, 6,000 miles. |
| 1949 HUMBER Super Snipe 27 h.p. Saloon, Black, Brown leather, 8,000 miles. | 1949 TRIUMPH '2,000' R.E. Saloon, Gun-metal Grey, Grey leather, 7,000 miles. |
| 1949 JAGUAR 3½-litre Mark V Saloon, Black, Brown leather, 6,000 miles. | 1949 VAUXHALL 'Wyvern' Saloon, Black, Brown leather, under 1,000 miles. |
| 1949 JAGUAR 2½-litre Mark V Saloon, Black, Beige leather, 4,000 miles. | 1949 WOLSELEY 'Six Eighty' Saloon, Black, Brown leather, 6,000 miles. |

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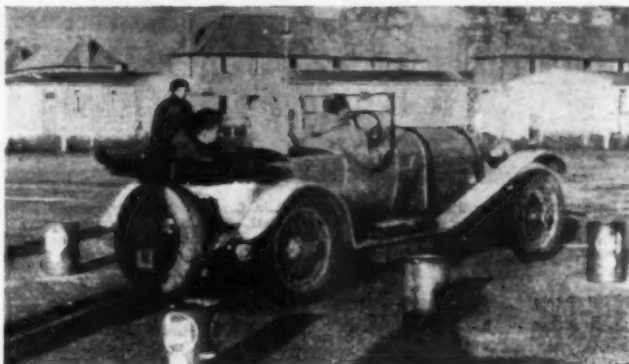
FOUR SCORE MILES TO MEASHAM

V.S.C.C. RALLY LAYS EMPHASIS ON NAVIGATION

WHEN the fifty starters in last week-end's Measham Winter Rally, organized by the Midland Section of the Vintage S.C.C., left the start at Shrewsbury at midnight on Saturday, few if any of them had any idea how difficult the road section of the event was to prove. The organizers had, however, and were smiling to themselves in anticipation; quite rightly, for more than one competitor motored steadily for the best part of an hour only to find themselves back within a couple of miles of their starting point. This rally, in fact, the road section of which measured eighty-three miles in length—if followed correctly, of course—was a real test of navigation and, more strictly, of map-reading; there was a route card, but the onus of deciding the correct route still rested mainly on the competitor and his maps.

In no case did the route embrace really rough sections, although there were many very minor roads involved; moreover, there was a stop and restart test on a considerable gradient in the Welsh border hills, which did no good to the clutches of some of the high-g geared vintage machinery. It was here that Roy Beebe removed the plugs from his venerable Austin Seven Chummy, to burn the oil from their points by the marshal's brazier; unfortunately, he dropped one of them in the coke, whence it was eventually rescued at something approaching a nice white heat.

All but about ten of the competitors finally fetched up at the Measham sale ground, the first few before dawn broke; and as they were almost all late the sight of them racing down the hill towards the finish in a vain endeavour to win back precious seconds was quite awe-inspiring. Immediately on arrival, they were faced with the first test, an acceleration-braking affair on Monte Carlo lines, with the additional sting of having to finish up with the front of the car touching a lightly balanced horizontal bar, but not dislodging it from its supports. Best here was J. L. Shaw, winner of last year's event and runner-up in the recent Torquay Rally, in his 1½-litre M.G. saloon; but perhaps the most meritorious performance was that of D. A. Hadley in an early Ford Ten saloon, who positively



D. H. S. Showell, in his fully laden 1924 3-litre Bentley, in the course of his backwards-and-forwards manoeuvres during the garaging test at Measham.

rushed up to the bar but did not knock it down, a feat which even the driver, however, doubted his ability to repeat.

Then came the breakfast interval, followed by the remaining tests; one, an affair of rushing into and out of "garages" marked out by oil drums, in which Shaw once more shone; two, a line of five pylons, the competitor having to drive in and out of them; and last, but by no means least, the test known as "Pit Stop."

In the pylon test, Peter Reece, partnered in an H.R.G. by his brother Jack, was excellent, while Hugh Leigh's Frazer-Nash astounded by the pendulum-like slide of its rear quarters from side to side and even further; best vintage performer was P. J. E. Binns in his 2-litre O.M. The pit stop test required that competitors should drive round a building from a standing start, stop both car and engine within a marked area, dismount together with passenger and run once round the car, re-embark, restart, do another circuit of the shed and disappear

between two drums in a flying finish.

This naturally produced some strange antics on the part of both cars and crews; on one occasion a Standard Vanguard appeared, cornering at a considerable angle, which on inspection proved to contain M. H. Morris-Goodall of Aston Martin fame. "Mort," after an impressive display of agility, disappeared again with such rapidity that the Vanguard clouted a drum on the finishing line.

Last year in this test—which was unaltered—the Reece brothers, in a Riley Sprite, were narrowly beaten for f.t.d. by Dr. Harris' Frazer-Nash. This year, however, in the H.R.G., they succeeded in turning the tables, taking one-fifth of a second less than the worthy medico, who was runner-up.

The results were announced after a very short interval, by Midland Secretary J. W. Rowley, and it transpired that Peter Reece had put up the best performance, winning a silver cup, while for best vintage performance the handsome Measham Trophy, presented to the club's president, Laurence Pomeroy, by Mr. G. A. Hill, head of the Measham organization, went to F. E. Day for his valiant efforts with his 4½-litre Bentley. Runner-up for best outright performance was J. S. Hollings with a 1939 Morris Eight, a very stout effort, while Jack Newton's Bristol, which had put up the best performance on the road section, was third.

Mr. Hill expressed the hope that the V.S.C.C. would hold a full-scale rally with Measham as its finishing point in the near future. Last Sunday's event was a great success, and the weather was fine (and even sunny at times), though cold.

PROVISIONAL RESULTS

Measham Trophy (best performance by Vintage car): Bentley 4.598 (F. E. Day), 505 marks.

Silver Cup (best vintage performance): H.R.G. 1.468 (P. J. E. Binns), 576.

Class 1 (Vintage cars): 1. O.M. 1.991 (P. J. E. Binns), 504; 2. Riley 1.089 (E. H. Miles), 244; 3. Riley 1.089 (J. J. Stretton), 219.

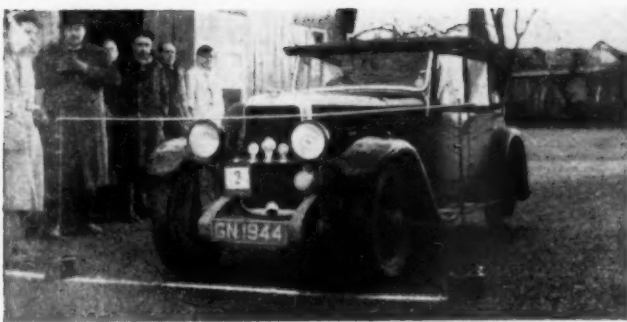
Class 2 (modern cars): 1. Morris 918 (J. S. Collinson), 545; 2. Bristol 1.971 (E. J. Newton), 544; 3. Austin 2.199 (J. M. Collier), 515.

60 entries; 10 non-starters.

COMFORT FOR THE AFRICAN RALLY



One of the special Lancia Betas in the African Rally. It is fairly small, having a wheelbase of 8ft. 4in. and front track of 3ft. 9in., and is based on a 2-ton, forward-control lorry chassis with a 2-litre engine. The Viberti body has comfortable accommodation for four people to make the long trip.



Immediately on arrival at Measham during the V.S.C.C. rally last Sunday, competitors had to undergo an acceleration and braking test, finishing up by touching the horizontal bar shown in this picture, but not dislodging it from its supports. The car shown here is H. I. Saul's 12-50 Alvis.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

AT the beginning of every winter there are always dozens of enthusiasts who are both willing and anxious to talk about the car they are going to build for the following racing season. As the months go by, their numbers get less and less, until by February there are only a handful who have actually started to build the cars, and of these approximately half are usually not ready to race until the following year.

Now, almost half-way through January, might almost be described as the turning point. Some of the projects formulated with such high hopes of success four months ago have already fallen by the wayside, but the larger number are in the critical stage when construction has either just begun and is proving far more difficult and expensive than had been hoped, or when construction has not begun, although it should have done so weeks ago. So to all those happy optimists who are engaged in the sanity destroying task of building their own competition cars there is only one piece of advice to give: "Get cracking!" Because, if you

have not got anything actually in metal yet, it is very doubtful that you will have even half a season's racing with it.

I know how long these things can take; I, too, have started to build a sprint special in the back yard, as it were, and sold all the pieces in disgust two years later, while a friend of mine is still engaged in rebuilding and completely overhauling a famous old racing car, which came into our joint possession in 1936 and has not run in the interim.

THE Measham Rally, as last year, was very good fun, and the organizers certainly provided a pretty problem as far as route finding was concerned. Some quite hardened rally competitors learned a lot last Saturday night, and the constant recurrence of identical-looking cross-roads and fork roads when searching for a spot aptly named "The Bog," caused not a little recrimination between drivers and navigators.

Moreover, the wind was bitterly cold, and map reading in an open car under such conditions is not the pleasantest of tasks. Peter Reece, who had his brother, Jack, as navigator and consequently (or in spite of this) put up the best performance, remarked that on one occasion the H.R.G. narrowly escaped going down a precipice which was, in fact, a log slide, while another of Jack's efforts led to a T-junction with a signpost which said (to the left) "No Through Road" and (to the right) "Public Convenience." The Reeves chose the right, because it obviously had at least some uses.

Another arrival at Measham during the day, though not competing, was Gil Tyrer, engaged in the pleasant task of running-in his new Jaguar XK 120. There may soon be so many of these desirable properties rocketing round the sporting world that each sports car race will have to be preceded by an eliminating heat for Jaguars, to reduce their numbers somewhat.

The suggestion that a really large rally should finish at Measham is an excellent one, as few other places have either the space or the amenities to cope with the job in the same way.

FURTHER news regarding the coming Grand Prix racing season comes from Italy, where it has now been officially announced that Alfa Romeo will compete in approximately six major Grand Prix races and that their team will consist basically, as in 1950, of Farina, Fangio, and Fagioli, with the addition of other drivers if, and when, necessary. The cars will be the existing supercharged 1.1-litre model, with the modifications introduced on two of them for the Italian G.P. last year to increase still further the power output; the type number 159 has been used in referring to this development, though whether officially or not is a little obscure. This does not necessarily mean, of course, that Alfas have not got plans for a completely new engine, which has been rumoured for some time; it means only that they will not use it, if it exists, at the beginning of the season.

THE series of races run during the winter in Argentina has been somewhat curtailed this year, and the most important of them, the 500-mile race at Rafaela, was run off on Sunday, December 24, after several postponements. Twenty-two cars started, including three 4.1-litre Talbot Lago driven by Rosier (the only European competitor), Fangio and Gonzalez. Other starters included a



THE MAN AT THE WHEEL

W. S. Aston

ALTHOUGH he drove his first race in a car in 1949, Bill Aston can hardly be called a newcomer to motor sport, for he competed in his first motor cycle event as long ago as 1914. From the end of the first world war until 1932 he was a regular competitor on two wheels, even tackling speedway riding towards the end of that period. After that he retired—but only to be once more seized with the urge to go motor racing, which led him to purchase a Cooper and embark on a full programme of races during the last two seasons.

After a successful first year his car (fitted with various I.A.P. engines, of 500, 1,000 and 1,100 c.c. capacity) experienced a succession of infuriating engine troubles during 1950, and in spite of competing in many races in England, Jersey and on the Continent, he was rarely "in the money." However, some atonement came at the end of the season when, with the 1,100 c.c. engine installed, he won the Madgwick Cup race at Goodwood.

Tall and heavily built, Bill Aston's looks belie his 51 years, while his cheerful expression never disappears no matter how bad his luck. Although still director of a constructional engineering firm, he is now more interested in his directorship of a fruit farm, with the largest fruit storage plant in the country. Nevertheless, he still finds time to plan a full racing season this year, while it is an open secret that a special record-breaking Cooper is under construction to his order, from which great things are confidently expected in several international classes.

COMING SHORTLY

- JANUARY 12.—Sheffield and Hallamshire M.C. Annual dinner, dance and presentation of awards, Grand Hotel, Sheffield, 7 p.m.
- 12.—Harrow C.C. Annual dinner and dance, Abbey Hotel, North Circular Road, London, N.W.10.
- 12.—Ulster A.C. Reliability trial, Northern Ireland.
- 12.—Scottish S.C.C. Rally, Glasgow.
- 13.—Bristol M.C. and L.C.C. Chappell Cup Trial, starting from the George Hotel, Norton St. Philip, 12 noon.
- 14.—Leicestershire C.C. Sporting Half-day Trial, starting from Lee Street Car Park, Leicester, 2 p.m.
- 14.—N. Midland M.C. Trial, Derbyshire.
- 14.—M.G. Car Club (Midland), Main road trial, starting from the Old Barn, Stratford Road, Hockley Heath, near Birmingham, 10.30 a.m.
- 18.—Bentley D.C. (Midland Region), Buffet dance, Chadwick Manor Hotel, Knowle, near Birmingham, 8 p.m.
- 19.—North London Enthusiasts' C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.
- 21.—North of Ireland M.C. Trial, Londonderry.
- 21.—Blackpool and Fylde M.C. Trial, Wales.

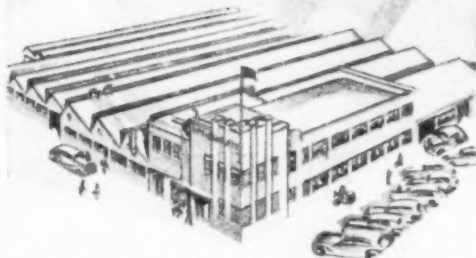
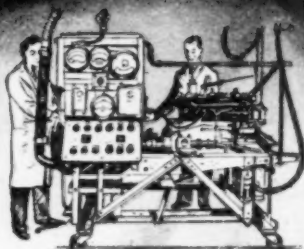


We can't tell—who can?—when branded spirit will come back. The situation unfortunately is not yet crystal-clear. But we can tell you that a better-than-ever Dominion is only waiting for the word 'Go'. Meanwhile there is one thing Traders can and should do to make their fortunes become more favourable—get in touch with one of our Depots. There is a really first class service available now, one that will be useful in dozens of ways. It is in fact the full sales and service organisation of the National Benzole Co. Ltd. itself. It will help traders to pump up profits.

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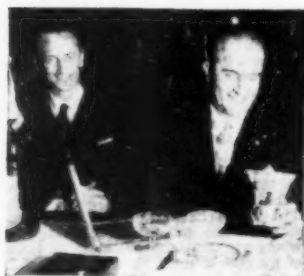
TOTAL		
PREMIUM	INCOME 1949	£23,666,637
ASSETS	EXCEED	£98,000,000

1½-litre Maserati, a large number of specials based on American cars, at least two 38-250 Mercedes-Benz, and a Jaguar XK 120, driven by A. J. Schwelm. The Talbots had matters all their own way, although Fangio and Rosier had a close struggle for the first half of the race, and Gonzalez' car retired after twenty-five laps with valve gear trouble.

An R.E.O., driven by Blanco, held third place for some time, finally crashing on a fast bend without injury to the driver. Schwelm's Jaguar eventually moved up into third place, but subsequently suffered a similar misfortune owing to a burst tyre. This let one of the Mercedes, driven by Brosutti, into third place, the order remaining unchanged for the rest of the race.

The circuit was extremely fast, and the length of the race made it a gruelling affair, especially as the weather was hot and sunny (just think of it!).

Results in adjoining column.



World Champion racing driver for 1950 was Dr. Giuseppe Farina, here shown holding a cup presented to him at a dinner in Milan last month. On his right is Count Filippo Caracciolo, President of the Automobile Club of Italy.

CLUB NEWS

Midlands Motoring Enthusiasts' Club.—The annual general meeting will take place on Wednesday, February 7, at the White Swan, Edmund Street, and will be followed by a showing of the Dunlop film, "Endurance." The meeting will start at 7.30 p.m.

Lancashire A.C.—Looking ahead a little into May of this year, the club has announced that the Morecambe Rally will be run as a national event on May 25-27.

M.G. Car Club (Midland).—Starting from the Old Barn, Stratford Road, Hockley Heath, near Birmingham, a main road trial will be run on January 14, comprising a variety of driving, regularity and timekeeping tests, and a navigation test. A ham and egg breakfast will be available before the start at 10.30 a.m.

North Devon M.C.—The Houlford Trophy Trial for the Eric Houlford Silver Challenge Bowl will be run on January 28, starting from North Walk, Barnstaple, at 11.30 a.m. Invited clubs are the Bristol, Taunton, West of England, Exmoor, Plymouth and Cornwall. Secretary of the meeting will be C. Deane, Ladram, Sunny Bank, Barnstaple.

Aston Martin O.C.—Captain E. C. W. Stapleton has been awarded the Richard Stallebrass Trophy for the best performance with Aston Martin cars during 1950. Chairman of the club Eric Cutler made the announcement as a surprise item at the annual prize-giving.

Half-Litre Car Club (formerly the 500

RESULT
(Race distance 502.9 miles, 56 laps of 5.466-mile circuit.)


1. Talbot (J. M. Fangio), 4h 32m 57.2s, 110.68 m.p.h.; 2. Talbot (L. Rosier), 4h 35m 59.8s; 3. Mercedes-Benz (L. Brosutti), 5h 55m 4.8s, R.E.O. (G. Sagetras), 7h 15m 3s; 4. Plymouth (O. 21m), 7h 15m 3s; 5. Cadillac (M. Soudaport), 7h 15m 3s.

DONALD CAMPBELL, son of the late Sir Malcolm Campbell, has recently presented to the R.A.C. a trophy won by his father's team in the Phoenix Park race in 1930. This is now to be known as the Sir Malcolm Campbell Memorial Trophy, and will be awarded annually to the British competitor who puts up the most outstanding performance of the year driving a British car. First winner is Ian Appleyard, for his drive in last year's Alpine Rally with his Jaguar XK120, with which he gained a Coupe des Alpes and put up the best performance in the event.

"SUNBAC" held its 26th annual party, appropriately enough, at the Town Hall, Sutton Coldfield, on Thursday, January 4. Although the worst of the snow had gone, the weather was by no means conducive to turning out at night, but about 240 members and guests were received by the president, Mr. E. R. Oliver, and the few empty chairs at dinner were a result of influenza and other seasonal ills. In proposing the toast of the club, Mr. Gregor Grant referred to the excellent organization which distinguished its trials, and certainly the one and only Jack Woodhouse displayed his talents in the evening's arrangements. Three other speakers were the president, Mr. E. K. Sumner and Mr. H. Hastings.

PAUL EMERY'S 500 c.c. car, the Emerson, is to be manufactured in limited production. Vintage enthusiast John Rowley, is connected with the project. Among the drivers who have already placed orders for the cars are the famous motor cyclist Harold Daniell, E. N. Frost and Ken Watkins, the last two of whom have been racing Coopers of recent months. Daniell and Frost, together with Paul Emery himself, will compete as a works-sponsored team during the 1951 season.

J. A. C.



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1948 CHEVROLET "Prestige" De Luxe saloon, 20,000 miles	£1,485
1948 JAGUAR 1½-litre saloon, 8,000 miles	£1,575
1949 M.G. 1½-litre saloon, radiomobile, 5,000 miles	£1,145
1948 DAIMLER 2½-litre saloon, radio, 12,000 miles	£1,885
1948 ROVER "Oxford" saloon, 11,000 miles	£995
1950 series BULEY 2½-litre saloon, 12,000 miles	£1,685
1948 ROVER "75" sports saloon, 17,000 miles	£1,575
1949 SINGER S.M. 1½-litre saloon, 12,000 miles	£995
1948 TRIUMPH "2000" saloon, radio, 6,000 miles	£1,385
1948 TRIUMPH "2000" Roadster, radio, 10,000 miles	£1,095
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THE SPORT

to come along bringing with them as many friends as they please. The programme will include George Monkhouse's "Battle Against Time" (pre-war G.P. Racing), and an edition by Monkhouse of the French 1907-8 Grand Prix. There will also be films from Antone's collection including an early Mack Sennett car comedy, and Vintage Prescott 1950. Tickets, with buffet supper, are 5s each, and should be obtained from T. W. Carson, Mellah, Pack Lane, Kempshott, Basingstoke, Hampshire, before January 31.

The "Last Thursday" meeting at the Jolly Farmers, Enfield Road, Enfield, on January 25, will include a Brains Trust, with Laurence Pomeroy, George Monkhouse, John Wyer, Kent Karslake and Anthony Heal as the "brains." Commencing at 7.30 p.m., members and their friends will be welcome (free) any time during the evening, and sandwiches, etc., will be available.

B.A.R.C.—The annual general meeting will be held on Thursday, January 25, in the committee room of the Royal Automobile

Club, Pall Mall, London, S.W.1, commencing at 6 p.m.

Wiral Hundred M.C.—Unfortunately, the Cambria Trophy Car Trial, which was to have been run on January 7, starting in Caerwys, Denbighshire, had to be cancelled owing to insufficient entries being received.

Manchester University M.C.—The recent night rally for the Committee Cup proved more severe than the organizers had expected (or intended), and part of the course had to be re-routed just before the start, when it was reported that some lanes were blocked by drifts of snow. Difficulty was caused, also, by competitors failing on ice-covered hills and baulking those behind. Best performance of the day was put up by Dr. I. O. Miller, driving an Austin A.40, and first-class awards were gained by A. Roscoe and J. Brooks, both driving TC M.G.s.

Mid-Cheshire C.C.—On January 26, at the White Barn Hotel, Cuddington, Mr. R. J. Ginn, of Anglo-American, will be giving a film show, starting at 7.45 p.m.

IN BRIEF

At the annual staff party of Eccles (Birmingham), Ltd., a presentation was made by Mr. W. J. Riley, managing director, of a gold wristlet watch to Mr. H. West, works manager, commemorating his 25 years' service with the firm. During the last twelve months a record number of caravans has been built.

A new and particularly spacious and well-equipped service station has been opened in Buenos Aires by Henry W. Peabody and Cia., Argentina, Ltda., an associate company of Henry W. Peabody and Co. of London, Ltd., 3, Lloyd's Avenue, London, E.C.3. The new station has 13,000 square metres of working area and 3,000 of parking space.

Merchiston Motors, 12-13, Merchiston Mews, Edinburgh, have now been acquired by Mr. D. Murray and Mr. W. E. Wilkinson; in addition to their specialist work on Rolls-Royce and Bentley cars, the firm are opening a tuning department for sports and racing cars. A 4CLT Maserati, an E.R.A. and a Jaguar XK120 are at present on exhibition at the above premises.

A dance for past and present students of the College of Aeronautical and Automobile Engineering (Chelsea) will be held

at the Chenil Galleries, Kings Road, Chelsea, London, S.W.3, on Friday, February 9. Tickets are available from the College office, 102, Sydney Street, Chelsea, London, S.W.3.

The first annual Girling Tyseley dinner and dance was held at the Billesley Hotel, Birmingham, on Wednesday, January 3. Mr. George Baird, technical director, was in the chair, supported by two other directors, Mr. Gowers and Mr. Kinchin. The guest of honour was Mr. Alex Fraser, vice-chairman and managing director, to whom a presentation was made on behalf of the staff to mark his completion of 25 years with the company.

Mr. Victor Bridgen and Mr. Cyril Warrilow have ceased their association with Godfrey Davis, Ltd., of which company they have been joint managing directors for the past five years. Both have been actively engaged in the motor industry for many years. In 1945 they resigned executive positions with the Rootes Group to join Godfrey Davis.

The product for repairing roofs and for other uses about the car, NovaSeal, mentioned in *The Autocar*, December 29, is not actually a rubber compound, but a special material resembling liquid rubber.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15676.—1931 Humber Sixteen
"W. S. M."—All possible information and a handbook.

No. 15677.—PA-type M.G. Midget
"E. G. L. A."—General information, hints and tips on maintenance and a handbook.

No. 15678.—1934 Singer Nine
"W. A. R."—All possible information and a handbook for the Le Mans model.

No. 15679.—1938 La Salle
"W. R. S."—All possible information and a handbook.

No. 15680.—1937 Opel Cadet
"T. W. S."—Advice on removing half-shafts, and crown wheel and pinion assembly; also a handbook.

No. 15681.—1934 12 h.p. Armstrong Siddeley
"W. J. A. W."—Improving starting from cold and a handbook.

No. 15682.—Handbooks Required

"C. W. L."—1935 Standard Twelve.
"J. G. C."—1933 Morris-Oxford.
"N. C."—1931-32 Standard Little Nine.
"G. M."—1930 Riley Nine lubrication chart.

"G. B."—1935 Austin Ten.
"G. A."—1928 10-25 h.p. Rover.
"D. C. D."—1936 Vauxhall Fourteen.
"R. J. C."—1933 12 h.p. M.G.

"W. A. M. P."—1937 Series II Morris Twelve.












"L. A. P."—1937 Riley Kestrel Twelve-Four.


"W. J. B."—1931 Morris Minor.
"D. R. W."—1937 TA-type M.G. Midget.
"R. F."—1930 12-40 h.p. Lea-Francis.
"S. W."—1934 Vauxhall, Model A.

"G. C. K."—1938 Rover Sixteen.
"J. M. G."—1934 Morris Ten Four.
"C. H. C."—1931 Austin Seven.
"K. A. P."—1935 N-type M.G. Mag-nette.

"G. G."—1938 14 h.p. Triumph Dolomite.

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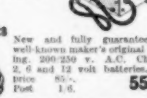
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LONDON, N.W.3

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

AUTOMOBILE & AIRCRAFT SERVICES LTD.

Marlborough Works Kenilworth, Middx. OFFER

1938 November B.M.W. 11-litre cabriolet, L.H.D. black, brown leather, excellent cond.	£375
1939 B.M.W. 5-litre, 1st registered in this country 1947, 110 tax, reconditioned, 19,980 miles, black, beige leather	£800
1940 VAUXHALL Velox, black, 14,000 miles, heater, excellent condition	£930
1948 November AUSTIN A.40 Dorset saloon, sliding roof, green, beige leather, 18,000 miles	£800

A selection of FORD ANGLIAS and PREFECTS from £600 to £725.

WANTED TO PURCHASE—8-14 h.p. LOW MILEAGE POST-WAR MOTOR CARS

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& 3658



Mayfair GARAGES LTD. FIATS

FIAT April 1938, "1100" 4-door fixed head pillarless saloon, grey with blue leather upholstery, good tyres, spot light, excellent condition, £625.	
FIAT 1938 model, "1100" de luxe 4-door pillarless sliding head saloon, reconditioned grey with new wing piping, blue leather, new mats, outstanding road performance, extremely smart car, £625.	
FIAT late 1938, "Special" "200" sports 2-seater with new hood, reconditioned bonnet with new wing piping, leather upholstery with new bonnet covers, full all-weather equipment, outstanding road performance, extremely smart sports car, £395.	
FIAT August 1939, "500" de luxe convertible coupe, all black with red leather (original) interior, one owner since new, carefully maintained in outstanding, near-factory condition, £265.	
FIAT September 1939, "500" de luxe full 4-seater convertible saloon, reconditioned pale blue with leather upholstery to match and new blue mohair hood, good tyres, spot-light, very smart car in outstanding condition, £255.	

All the above carry three months guarantee, need for descriptive price list and particulars of "Autocar" Road Test Report.

MAYFAIR GARAGES LTD.
BALDERTON STREET, LONDON, W.1
MAYFAIR



1938 Morris 8 sal., excep. cond.	£325
1939 Standard 8 sal., 2 own, only	£325
1939 Austin 12 sal., full 5-yr.	£450
1940 Austin 8 sal., mod. mileage	£325
1940 Hillman Minx sal., 2 own, 6550	
1948 Vauxhall 14 sal., 19,000 mls.	£325
1948 Morris 10 sal., 20,000 mls.	£325

★ OR WRITE FOR COMPLETE LIST OF 200 PROVED USED CARS, GUARANTEED FOR 3 MONTHS.

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194/8 KINGS ROAD CHELSEA, S.W.3
AND AT TOTTENHAM AND PECKHAM

The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

High Grade Used Cars with Six Months' Guarantee

1949 AUSTIN A.40 Saloon, heater, 3,000 miles.....	£1,025	•	1949 MORRIS Minor Tourer, 3,000 miles.....	£775
1949 50 AUSTIN A.40 Saloon heater, 6,000 miles.....	£985	•	1949 MORRIS Oxford Saloon, 1,000 miles.....	£1,025
1949 AUSTIN A.70 Saloon, 4,000 miles.....	£1,325	•	1949 MORRIS Six Saloon, radio, 4,000 miles.....	£1,165
1949 50 AUSTIN A.70 Saloon, 6,000 miles.....	£1,275	•	1949 RILEY 2½-litre Saloon, 5,000 miles.....	£1,625
1949 AUSTIN 16 Saloon, radio, 2,000 miles.....	£1,165	•	1949 RILEY 2½-litre Roadster, 13,000 miles.....	£1,525
1949 AUSTIN 16 Saloon, radio, 8,000 miles.....	£1,065	•	1938 ROLLS-ROYCE 7-seater limo- sine by Thrupp & Maberly, 9,000 miles.....	£2,500
1949 AUSTIN "125" Sheerline Saloon, 13,000 miles.....	£1,765	•	1948 9 ROVER "75" Saloon, radio, 5,000 miles.....	£1,595
1948 BENTLEY Mark VI Steel Saloon, 19,000 miles.....	£4,350	•	1947 ROVER 16 Saloon, radio, heater, 13,000 miles.....	£1,195
1947 DAIMLER 7-seater Windover Limousine, 13,000 miles.....	£2,750	•	1947 ROVER 10 Saloon, heater, 13,000 miles.....	£995
1949 FORD Prefect Saloon, leather- 4,000 miles.....	£840	•	1948 STANDARD 12 Coupe, 9,000 miles.....	£895
1949 50 HILLMAN Minx Phase IV Saloon, 5,000 miles.....	£995	•	1949 50 STANDARD Vanguard Saloon, heater, 4,000 miles.....	£1,015
1948 9 HILLMAN Minx Phase II Drophead Coupe, 14,000 miles....	£795	•	1949 50 SUNBEAM TALBOT "90" Saloon, 5,000 miles.....	£1,395
1949 HUMBER Hawk Saloon, radio, heater, 6,000 miles.....	£1,395	•	1947 SUNBEAM TALBOT 10 Tourer 8,000 miles.....	£835
1949 HUMBER Super Snipe Saloon, heater, 14,000 miles.....	£1,565	•	1947 TRIUMPH "1800" Roadster, 9,000 miles.....	£875
1948 9 JOWETT Javelin Saloon, heater, 15,000 miles.....	£1,145	•	1949 VAUXHALL Wyvern Saloon, 5,000 miles.....	£975
1949 M.G. 1½-litre Saloon, radio, 5,000 miles.....	£1,145	•	1949 VAUXHALL Velox Saloon, 2,000 miles.....	£1,050
1949 50 M.G. T.C. 2-seater, 4,000 miles	£825	•	1948 9 WOLSELEY Four-fifty Saloon, 18,000 miles.....	£1,050

USED CARS WANTED

We have a ready market for used vehicles and would appreciate
the offer to purchase all types.



OFFICIAL RETAILERS FOR
ROLLS-ROYCE & BENTLEY CARS



STANHOPE HOUSE
320, Euston Road, London, N.W.1.
Telephone: EUSon 1212

AUSTIN HOUSE
297, Euston Road, London, N.W.1.
Telephone: EUSon 1212
16, UXBRIDGE ROAD, EALING, W.5
Telephone: EALing 6717

GLOUCESTER HOUSE
150, Park Lane, London, W.1.
Telephone: GROsvenor 3434
WELSH HARP, EDGWARE ROAD,
LONDON, N.W.9
Telephon: : HENdon 6500

The Autocar

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1s. to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 model A.C. saloon, colour grey, red leather upholstery, 12,000 miles. £1,200. (1949)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellina). Tel. 4053. (1949)

1936 A.C. 2-seater competition sports, overhauled by A.C. at a cost of £641, a sports car in a class of its own; £450—Tel. Camberley 34, Herman Solomon & Sons, Camberley. (1949)

2655 with dicky dark blue, red leather, good tyres, carefully used, excellent condition; terms, exchanged, last, open 5-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 5041. (1949)

ADLER

1915—1946 (reg.) 11hp Adler 1000cc 1936 model: 1939 cabriolet 11hp, steering, i.s. drive, glass column gear change, independent suspension, interior heater, low build; photo available—B. J. Jepsen, c/o Powerco, Wandsworth Town Station, York Rd., S.W.16, Battersea 5234. (1949)

ALFA-ROMEO

BARTLETT—Alfa-Romeo always in stock—27a, Penmridge Villas, W.11. (1949)

PERFORMANCE CARS. The Sports Car Specialists, 1 of 21, D'Almeida Mews, Belgrave Lane N.W.1 (Hy. 1111), offer with 3 months' written guarantee, 1939 Alfa Romeo 18hp 2.3 drop head by Pinin Farina, £620. See under Sports Cars. (1949)

2.3—litre twin cam supercharged Castagna drop head 2.3 four-cylinder coupe, this car is in magnificent condition and has only covered 30,000 miles. It has been exceptionally well maintained and has just been decarbonized. It is finished in metallic grey and blue, free-wheel, Bonch head lamp, twin spares (all tyres are practically new)—Sidney Doland, Godwins Mede, Bransgrove, Hants. 6763. (1949)

Alfa-Romeo Cars Wanted

J. H. BARTLETT, the Alfa-Romeo specialist, 27a, Penmridge Villas, W.11. (1949)

ROWLAND SMITH'S, the Alfa-Romeo buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (1949)

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 187, Fulham Rd., Kensington, S.W.3, are keen buyers of all make's 'Paxman 1052. (1949)

Alfa-Romeo Spares and Service

THOMPSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars—Brooklands Track, Weybridge, B'ford 520. Tel. 4123. (1949)

ALLARD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12, Tel. Hildside 4444. (1949)

1949 Allard 2-door saloon, 12.12, Tel. Hildside 4444. (1949)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12, Tel. Hildside 4444. (1949)

1949 Allard 2-door saloon, 12.12, Tel. Hildside 4444. (1949)

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1949 Allard 2-door saloon, 12.12, Tel. Hildside 4444. (1949)

ALLARD

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. (1949)

1949 Allard two-seater, reg. 15,000 miles. £665.—Port Garage (Hampstead). Ltd. Hampton 15945. (1949)

1948 Allard four-seater 4-door, genuine 12,000 miles, finished metallic grey with red leather upholstery, 6 new tyres. £665. (1949)

1949 Allard drop head coupe, black, with blue leather upholstery and mohair hood. £825.—6 and 7, Portobello Mews, W.11. Tel. Park 9050. 16813. (1949)

R. OSSE & YOUNG, Ltd., offer 1948 Allard 4-seater (top gear, exceptional condition), reg. 4750. £5-69. Stenfold Ave., Streatham Hill, S.W.2 (1 min. Streatham Tube Exit 5624). 17707. (1949)

1949 (Oct.) Allard drop head coupe, dark blue, 6,600 miles only, excellent condition, regularly serviced, radio, taxed 1951. £855—12, Grove Rd., Northwood, Middlesex. Northwood 1556. (1949)

Allard Cars Wanted

WANTED Allard, any type considered—6, Portobello Mews, W.11. Park 9050. (1949)

J. H. BARTLETT, the Allard buyers—27a, Penmridge Villas, W.11, Bayswater 6563. (1949)

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars—Upper St. Martin's Lane, W.C.2. Tel. 3568. (1949)

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Allard Spares and Service

ALLARD'S MOTORS, Ltd. for all Allard spares—45-45, Acre Lane, London, S.W.2. Brixton 6431. (1949)

ALLARD MOTOR CO., Ltd., Service Dept. 51, Upper Richmond Rd., London, S.W.15. Tel. 8155. (1949)

ENCON COACHWORKS of Fulham, 5, Escourt Rd., London, S.W.6. Tel. Fulham 4021. Specialists in Allard body repairs, body fittings for all models in stock. Makers of Allard J.2 K.2 and tourer bodies. (1949)

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol Mews, Birmingham, 1, The Midland Hotel, for new and used Allard spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. (1949)

ALVIS

BROOKLANDS, ALVIS distributors for London. (1949)

HAVE for show, demonstration and early delivery the new 3-litre saloon. (1949)

1948 Alvis 14hp sports saloon, grey. Bedford road upholstery, small museum, examined and approved by makers. (1949)

1948 Alvis 14hp Tickford 4-seater drop head coupe, alloy, 4757, 12-100 of tax sal., maroon, 5 and used Allard spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. (1949)

103 851/6. (1949)

JOY SALMON AUTOMOBILES, Ltd., offer:— (1949)

2.3—litre Alvis 1937 sports saloon, in exceptional condition, £695.—Forthampton Rd., Thames Ditton, Esherbury 5551-4-5. (1949)

1949 Alvis 14 4-door saloon, black, radio and heater. £1,325. (1949)

FREEMARK, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2674-5. (1949)

GORDON CARS (LONDON), Ltd.—1949 Alvis drop head coupe, black, reg. 7,000 miles—Belton. (1949)

GORDON CARS (LONDON), Ltd.—1949 Alvis utility, in excellent order throughout—Gordon House, 37, Rotten Rd., N.W.1, Euston 4611. (1949)

1949 Alvis 12-100 of tax sal., maroon, 5 and used Allard spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. (1949)

MARTIN & HARRISON (MOTORS), 452-6, High Rd., Chiswick, Chiswick 0550-2619. (1949)

13000 miles, a 1948 14 Alvis saloon, colour maroon, H.M.V. radio, including valuable from new. £1,550.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1665. (1949)

ALVIS 16/95 Silver Eagle saloon, recommended engine, new starter, radiator, battery, good tyres, leather and bodywork perfect, spares, selling to build special. 2175 or offers. Box 765. (1949)

TANKARD & SMITH, Ltd., offer a car of quality suitable for the discriminating motorist. 1936 Alvis 14hp Crested Eagle sports saloon, finished black with red leather, coachwork and interior in very good condition, road performance must be experienced to be fully appreciated. £475. Three months' written guarantee; also 200 guaranteed used cars of all makes—198, Kinax Rd., S.W.3. Tel. Fulham 4001. (1949)

ALTON GARAGE, The Alvis People, have a fine selection of pre-war Alvis cars, including magnificent 1935 speed 20 tourer for £495, very good 12hp drop head four-coupe, £265, 12-100 drop head coupe at £265, and 12-150 tourer, twin carburetors, £415, many others; all makes—198, Kinax Rd., S.W.3. Tel. Fulham 4001. (1949)

hire purchase, part exchange and insurance; any details of cars for sale recovered—Alton Garage, The Alvis People, 17 Brook Green North, Chiswick Rd., Padd. 3952 and 4710. (1949)

£545—Special opportunity to obtain one of these rare and coveted 1935 25. (1949)

Spicer's Alvis saloons, first registered October, 1935, a quality car of all that is best in British motor car construction, maker's bodywork of original design, truly outstanding condition, upholstery in red leather, the quality of which is rarely to be found in any day-to-day of the car's mechanical properties there can be no doubt whatever, docile and responsive in crowded traffic, it is equally responsive and impatiently fast on a long run, the quality of the ride is something to be believed, being further improved by the incorporation of special hand controlled shock absorbers, innumerable extras are fitted, tyres are like new, this car must be driven to obtain a proper appreciation of its capabilities. (1949)

ALMON MOTORS, Lake St., Leighton Buzzard, Beds. (1949)

C, Tel. 2041 (15 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue, hire purchase, part exchange, free delivery. (1949)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 Alvis 4.5-litre sports saloon, body by Gurney Nutting, finished beige with grey leather upholstery, radio, two owners, exceedingly low mileage, a car for the connoisseur in superlative condition throughout; written guarantee.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5073-6. 17322

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 19014
CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lougham 0012. 18354
S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 130. 16097

1948-9 Alvis: please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane Manchester 19, Rus. 2074-5. 10494
CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores 12, Wellesley Ave., W.6. Riv. 1413. 18561

Alvis Spares and Service

SERVICE and spares for Alvis cars.
ALVIS, Ltd. Service Station, 332, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar (hold London).
AND at Alvis Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams. Alvis, Coventry.
CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS—18, Berkeley St., W.1. May. 6266.
SPARE parts 12, Wellesley Ave., W.6. Riv. 1413

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413
KINGSTON-ON-THAMES.—Sales Service and Spares.—G. W. Wilson, Ltd., Weston Park, 44, Eden St., Kingston 2241. 11505

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Rus. 2074-5. 10653

ARMSTRONG SIDDELEY

TOM GARNER, Ltd., offer:—

1948 Armstrong Siddeley Typhoon saloon, grey with blue leather, 11,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9205-6. 17979

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley Hurricane drop head coupe, one owner, black, as new.—154, Gt. Portland St., W.1. Museum 1001. 18611

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Armstrong Siddeley Hurricane coupe, black, brown leather, 16,000 miles, immaculate condition.—1050.
1947 (Nov.) Typhoon, also 1946 (Oct.) Typhoon.—Portsmouth Rd., Thames Ditton, Epsom, Essex 5231-2-3. 17659

CENTRAL MOTORS (PADDINGTON), Ltd., offer:—

1946 Armstrong Hurricane drop head coupe, grey, nice condition; 6795.
CENTRAL MOTORS (PADDINGTON), Ltd., 14, C. Harrow Rd., Paddington, W.2. Pad. 0766. 18610

ARMSTRONG Siddeley 17hp 1934, chauffeur driven, perfect condition. £245.—Cowley, Wedbridge 1245. 18589

1950 series Armstrong 18hp Lancaster pre-selector, 5,000 miles only; £1,525.—Davy, Western 1245. 17538

1948 Armstrong Lancaster 4-door saloon, black with leather, low mileage and beautifully maintained. £1195.
JOHAN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4411. 12925

ARMSTRONG 1947 Lancaster saloon, black, 25,000, 18 H.V. radio, perfect condition; £285.—61, Kaling Rd., Wembley, Tel. 5554. 1453

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue, grey leather, 7,500 miles.—Gordon House, 377, Euston Rd., N.W.1. 1611. 16052

ARMSTRONG SIDDELEY 16hp saloon, August, 1947, colour grey, condition inside and out quite equal 1947 model, very beautiful car; £650, exchanges hire purchase.
B. & H. MOTORS, 1464-8, High Rd., Whetstone, London, N.20. Miliside 0971-2. 17311

750 c.c.s.—Armstrong Siddeley (May 1946), Hurricane fourseater drop head coupe light blue, brown leather, excellent condition, terms, exchanges.—Rowland Smith, below.

165 c.c.s.—Armstrong Siddeley 1936 model, 17hp de luxe 4-door saloon, black, almost new, green leather, pre-selector, good condition; terms, exchanges; list open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Ham. 6041. 18646

£625—Armstrong special 50hp limousine, absolutely immaculate throughout, must be seen to be appreciated.—Bryar Motors, 180-184 West End Lane N.W.6. Hampstead 6390. 16654

£350—Armstrong Siddeley 11hp close coupled Sportsman's saloon, 1935, 4-light model, very handsome appearance, clean black finish, with dark green leather interior, bench type front seating, special deep upholstery with fold-down centre armrests, unpromisable opportunity at this price, see below.

£295—Armstrong Siddeley 17hp 8-seater open ended limousine 1936, in almost irreducible condition for the year, black coachwork, carefully preserved and without major blemish, interior upholstery no outstanding fault that could not disgrace a post-war car, general mechanical condition equally as good as the appearance, widest face forward occasional seats and division, a very economical car in every sense, special appeal to discerning hire concern where appearance and low running costs are the prime consideration, full guarantee in writing, by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2041. Nearly 300 cars ready for inspection and immediate purchase; write for post-free catalogue, hire purchase, part exchanges, free delivery. 18966

1949 (May) Lancaster saloon (big engine), one owner, small mileage, colour grey, maroon interior, H.M.V. radio, £1,350.—H. & Mead (Sales), Ltd., 43, Queen St., Maidenhead, Tel. 364. 17047

1937 Armstrong Siddeley 14 saloon, black, just recoloured, very carefully used and in perfect condition; £1,550.—Wemley Court Motors, High Rd., Wemley, Arnold 5221-2. 11771

1938 (Oct. 1937) 17hp Armstrong Siddeley 4-door saloon, black, with 17hp genuine 4,000 new, 4 new tyres, unmarked inside and out, just top overhauled, a perfect motor car; £450 or nearest offer.—Box 7256. 18078

LIMOUSINES 1938 Long 25hp, partition, widest overall, small, black, exceptional throughout. Below.
7000 miles, Long 17hp partitioned limousine, leather throughout, widest occasionally, unblemished, selection from £650. Seen.—L.P.E. & SAUNDERS (100 Limousines: Lists posted).
 A Providence Court, North Audley Street, Mayfair, 18154. 18154

ARMSTRONG Siddeley Cars Wanted
ROWLAND SMITH'S, the Armstrong buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 19016

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033-4-5
CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lougham 0012. 18354

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. 10183

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester, Tel. Blackfriars 7943. 10601

PASS & JOYCE, Ltd., London and District distributors, with purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. 19297

ARMSTRONG Siddeley Spares and Service
ARCOT MOTORS, Ltd.
 A R.C.T. MOTORS, Ltd.—Pre-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.5. Kensington 7301. 10235

ARMSTRONG SIDDELEY owners.
COMPLETTE overhauls, service and repairs by our highly skilled and expert mechanics, 100% service from our modern, well-equipped workshops means the most prompt and economical maintenance Siddeley service in the country. Write, phone or call.
ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.5. Tel. Kensington 7301. 10235

GEAR boxes.—H. & A. Engineering, 25, Grant Rd., Addcombe, Tel. Add. 2951. 10779

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town, Tel. Gt. 4141. 10602

HENLYS, Ltd., Chesham Hill Rd., Manchester, E. 8, have large stocks of spares, reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Dramatic 6216. 10602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, repairs and service, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croy. 7464. 11999

ASTON MARTIN
BROOKLANDS
ASTON MARTIN distributors for London.
DETAILS of the new 2.6-litre and demonstration cars available.
103, New Bond St., London, W.1. Tel. Mayfair 8551-6. 18254

ASTON MARTIN Mark II Bertelli saloon, engine overhauled, new tyres, recoloured, exceptional car in excellent condition; £1,616.
ASTON MARTIN 2-litre special model streamline saloon, superb condition, photozaph and full history available; £200.—T. F. Bailey, 1a, Woodland Place, Totley Rise, Sheffield, Tel. 72923. 17927

Aston Martin Cars Wanted
ASTON MARTIN cars wanted for cash, full details.—New Priory Motors, Ltd., Old Windsor, Windsor 2002-3.
ROWLAND SMITH'S, the Aston Martin buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. 19017

PRIORY MOTORS, Ltd.
SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; all recommended by the Automobile Association; Old Windsor, Tel. Windsor 2002-3. 11565

ASTON SEVEN
1937 Austin 7, two-seater, reconditioned engine, new body, but just recoloured.—17622
E. G. Hessey, Potter St., Harlow.

1939 Austin Big 7, 2-door de luxe saloon, exceptional condition; £335.—J. B. Macquer, Ltd., 7, Hammermith Rd., W.6. Riverside 6677-8. 18561

1939 Austin Big 7 2-door saloon, sun roof, black, red leather interior, immaculate condition; £315.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4105. 17784

ONE owner, 34,000 miles only, original paint, all tyres as new, 1937 Austin 7 2-seater, genuine little car; £255.—Weaver, 12, Burton Hill, Melton Mowbray, Leics. 18647

165 c.c.s.—Austin 7, 1935, Ruby de luxe saloon, black, new leather upholstery; terms, exchanges; list open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead 6041. 18646

1935 Austin 7 Ruby saloon, black, with brown interior, leather upholstery, a very clean and reliable motor car; £155.—Tankard & Smith, Ltd., 37, Peckham Rd., S.E.15. Rodney 5051. 18619

£325—Rare example of 1938 Austin Big 7 saloon de luxe, bodywork applies showroom condition, recently overhauled including steering knipers, dechromising, new clutch, leather interior, beautiful genuine motor car; 5 months' guarantee, hire purchase, exchanges.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. 18444

1939 Austin big 7 4-door de luxe saloon, engine recently overhauled, coachwork excellent; £355.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. 17743

Austin Seven Cars Wanted
ROWLAND SMITH'S, the Austin 7 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041
RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). 13133

AUSTIN EIGHT
COLDERS Green.—H. A. Saunders, Ltd., Golders 0011.
AUSTIN 8, 1947 model, black, superb little car, in excellent condition; £550.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Miliside 0971-2. 18293

1946 (Sept.) Austin 8 saloon, engine 14,700, 16129
 black, brown leather; £585.—Vanderwall's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. 16263

1946 (February) Austin 8 de luxe saloon, black with brown leather, excellent throughout including tyres, except hubcaps; £439.—Harry Nash Motors, Ltd., 348, King St., Hammermith, Riverside 837-8. 16572

Austin Eight Cars Wanted
CTHE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. 10952

H. A. SAUNDERS, Ltd., require used Austin 8hp Austin House, 140-144, Golders Green Rd., N.W.11. A speedwell 0011. 16935

ROWLAND SMITH'S, the Austin 8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041
I NEED post-war Austin 8 immediately.—Fortune 17, Ashwood Mews, S.W.7. Tulse Hill 1283 (day). 19171
AUSTIN buyers of low mileage Austin 8s, no instance no object.—Hattens Lord St., Southampton. Tel. 2268. 10784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). 13133

AUSTIN TEN
S. O. SMITH (MOTORS), Ltd., offer:—

1939 Austin 10 Cambridge saloon, immaculate condition; £410; 500 other guaranteed used cars.
S. O. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. Ham. 6041. 17736

1934 Austin 10 tourer, good condition, £165.—160, Euston Rd., N.W.1. 10601
1937 Austin 10 Cambridge saloon, good condition; £335.
1947 Austin 10 saloon, guaranteed small mileage; £435.—Barnes Garage, 513, Finchley Rd., N.W.5. Ham. 2221. May. 627. 18667

1947 Austin 10hp saloon, one owner, very clean, fully maintained; £675.
HILLINGDON MOTORS, 325-7, Hill Lane, Western Ave., Hillingdon, Tel. Unbride 412. 18121

1946 Austin 10 saloon, black with brown leather interior, one owner, mileage 24,000; £650.
FERRARIS OF CRICKLEWOOD, 209-210, Cricklewood Broadway, N.W.2. Gt. 2124. 16115

£365—Austin 10 1938 4-dr sal; excellent in every respect, external appearance very good; many other cars available.
BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (Sund. Holland Park Tube). 17949

£475—1939 Austin 10 de luxe saloon, black, immaculate mileage, exceptional condition throughout.
MAKIN & HARRISON (MOTORS) 432-6, Blah Rd., Chiswick, Chiswick 0558-2619.

1935 Austin 10hp saloon, black, excellent condition; £225.—Wareing, Railway Tavern, Hamworthy, Dorset. 18425

£245—Austin 10hp saloon, 1937, remarkably good runner, ready for immediate use, good tyres, unrepentable bargain.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue, hire purchase, part exchanges, free delivery.

1940 Austin 10 saloon de luxe, black, brown leather, excellent offer throughout; £476.
HASSINS, Ludbrook 1155. 18132

1938 Austin 10 Cambridge saloon, taxed, well maintained, £550.—Capt. Rogers, 1, Piedmont Row, Hastings, Tel. 1008. 18407

1939 Austin 10 Cambridge saloon, immaculate, new Dunlop, £445.—J. B. Macquer, 1, Brookside Mews, W.1. Mayfair 4433. 18701

1940 Austin 10 saloon de luxe, black with brown side interior, original paint work, well maintained car, one careful owner; £445.
1939 Austin 10 Cambridge saloon de luxe, blue with blue leather interior, showroom condition; £425.
1939 Austin 10 Cambridge saloon de luxe, grey with grey interior, absolutely unscratched; £425.
1938 Austin 10 Cambridge saloon de luxe, black, blue leather upholstery, good tyres, clean new car, good chassis; £325.
MACDOWALL MOTORS, 311, Trinity Rd., Wandsworth, London, Battersea 5573. 16460

1947 model Austin 10 sun saloon, excellent condition throughout, absolutely unscratched.
372, Kings Rd., Chiswick, Faxman 7345. 18459

1939 Austin 10 cabriolet, fair condition, mechanically good.—Hartley & Mills, Ltd., 75, Gt. Portland St., W.1. Lansham 3506-7. 16796

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1940 model Austin 10hp de luxe 4-door sun roof black saloon, leather upholstery, new engine fitted 1,000 miles, £250, terms, exchangeable, Amherst 2000, Turner, 99/117, Clarence Rd., London, E.8. (19605)

545 gns.—Austin 10, Nov. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, demister, one careful owner, excellent condition; terms, exchangeable, left open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (19620)

Austin Ten Cars Wanted

C THE CAR MART, Ltd., London distributors wish to purchase Austin 10 cars.—297, Euston Rd. N.W.1 Euston 1212. (19055)

I REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2. Tulse Hill 1266 (day). (19716)

R ROWLAND SMITH, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (19620)

C ASH buyers of low mileage Austin 10s; distance no object.—Hastons, Lord St., Southampton. Tel. 2265. (19055)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (19540)

AUSTIN A40

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, first-class condition.—279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (19509)

C AR MART, Ltd.

S EE advertisement on page 40. (18075)

DICKS CAR SALES offer:—

1949 Austin A40 saloon, fitted radio, loose covers and heater, as new, £325.—DICKS CAR SALES, Ltd. 385-401 High Rd., Kilburn, Maids Vale 6043. (19600)

H A SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, grey with beige interior, heater and radio, 5,000 miles, £365.—H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds. north of Tally Ho Corner), Hillside 0524. (19620)

P HILIP RICKARDS, Ltd., offer:—

1949 Austin A40 saloon, grey/beige, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (19653)

C HARLES RICKARDS, Ltd., offer:—

1949 (Oct.) Austin A40 Devon saloon, mist green, one owner since new low mileage, faultless condition; choice of two, £315.—4, Baywater Rd. W.2 (next door Lancaster Gate Tube Station), Tel. Paddisow 1820. (18012)

56 Tube Station, Tel. Paddisow 1820. (18012)

D AENHAM MOTORS, Ltd., offer the following car:

1949 Austin A40 saloon, beige-hide, sun roof, heater, 6,000 miles, £365.—Park Lane, W.1. Regent 4866. (19087)

A40 Austin saloon, 1949 (March), absolutely spotless, 10,000 miles, £365.—WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. (19745)

49 A40, 10,000, perf. cond., 1 owner, £395; letters only.—55, Ivor Court, N.W.1. (19761)

1949 Austin A40 saloon, green; £375.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2255. (19621)

1949 (Dec.) Austin A40 Countryman, £425.—A.B. 3568, Stadium Autos, 178, New Barn St., E.15. (19693)

G OLDERS Green.—H. A. Saunders, Ltd., Golders Green; 1949 Austin A40 S/R saloon, 11,000 miles, one owner.—H. A. SAUNDERS, Ltd., Golders Green.—1949 Austin A40 S/R saloon, 24,000 miles.—Speedwell 0011. (19011)

A40 4-door saloon, in blue, nominal mileage, exceptionally clean inside and out; £300.—Jack Rose, Ltd., Stafford Rd., Walsington, Surrey. Wallington 6077-8. (17085)

1949 Austin A40, 6,000 miles only, immaculate condition, Hendon Central Garage, Ltd., 41-46, Watford Way, Hendon Central, N.W.1. Tel. Hendon 1425-4. (17320)

1949 (January) Austin A40 Desert, one owner, left maculate condition; trade and part exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. (18631)

1949 (October) Austin A40 Devon saloon, seal grey, one owner, excellent condition throughout; bargain £210.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (17755)

AUSTIN A40 4-door de luxe saloon, heater, perfect condition; £275; bargain for retail customer, definitely no traders.—Broadway Motor Co., 5-15, Russell Rd., Wimbeldon, S.W.19. Liberty 2494. (18454)

Austin A40 Cars Wanted

H A SAUNDERS, Ltd., require used Austin A40 saloons.

AUSTIN House, 140-144, Golders Green Rd., N.W.11. Speedwell 0001. (19082)

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey, 6397. (17359)

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). (19715)

ROWLAND SMITH, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (19620)

Austin A43 Cars Wanted

T H E CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston Road, London, N.W.1.

TELEPHONE: Euston 1212. (19057)

POST-WAR Austin A43 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. (19546)

CASH buyers of low mileage Austin A43s; distance no object.—Hastons, Lord St., Southampton. Tel. 2265. (19756)

WE wish to purchase small-mileage Austin A43 cars and light vans.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. (16255)

AUSTIN A43 cars wanted.—Motorists (London), Ltd., immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tulse Hill 2501-2. (16392)

AUSTIN TWELVE

G. P. (BALHAM), Ltd., offer:—

210 gns.—1936 Austin 12-4 saloon de luxe exceptional condition taxed.—20, Balham Hill, S.W.12 (100yds. Clapham South Tube). Bait 1107-4-5. (19653)

1943 Austin 12-4 saloon, very sound. £175.

PARSONS & PARSONS (GARAGES), Ltd., Puttifer St., Harlow, Essex. (18971)

GOLDERS Green.—H. A. Saunders, Ltd., Golders Green. 1937 Austin 12-4 saloon.—Speedwell 0011. (18496)

1935 Austin 12-4 saloon. £165.—John's Ferry, vice Garage, 1a, Midland Ave., N.1. (18605)

1939 Austin 12, colour black, immaculate condition. £450.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6049. (17356)

1939 Austin 12 Ascot saloon, in splendid condition throughout, £495; also 1937 Austin 12 Ascot saloon, sliding head, one owner, £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (14455)

1947 (December) 1946 Austin 12 saloon, one careful owner, 30,000 miles, £490.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (17741)

1939 Austin 12 de luxe saloon, privately owned, blue, good condition; £455.—Reys Automobiles, 127 Parkway, Regents Park, N.W.1. (17751)

L. F. DOVE, offer:— 1936 Austin 12 saloon, excellent condition, one owner since new, new engine, battery, £550 or offer.—69, Broadway Wimbeldon, S.W.19. Liberty 3456. (17754)

£165 gns.—1935 Austin 12-4 de luxe saloon, blue and black, hide interior, excellent runner, bargain.—Gray Motors, 180-184 West End Lane, N.W.6. Hampstead 6200. (19624)

TANKARD & SMITH, Ltd., offer 1935 Austin 12 saloon in black with brown leather upholstery, very smart five-seater car in exceptional mechanical condition, £450; three months' written guarantee, also 200 cars selected used cars of all makes.—108, Kings Rd., S.W.3. Tel. Fulham 4801-2. (19024)

£375 gns.—Absolutely immaculate Austin 12 Ascot de luxe saloon, bodywork beautiful and unmarked, interior brown leather excellent, mechanically 100%, 3 months' guarantee, hire purchase, exchangeable.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (16442)

Austin Twelve Cars Wanted

C THE CAR MART, Ltd. London distributors wish to purchase Austin 12 cars.—297 Euston Rd. N.W.1 Euston 1212. (19054)

CASH buyers of low mileage Austin 12s; distance no object.—Hastons, Lord St., Southampton. Tel. 2265. (19055)

ROWLAND SMITH, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (19620)

1937 8-3 Austin 12 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station, Tudor 2501-2. (10094)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (15641)

AUSTIN heavy 12-4 wanted, tail change, dome wings, a chassis and engine, taxi, utility or car, condition immaculate.—Gordon Wooderson, 48a, Drevsted Rd., S.W.16. Streatham 6638. (17545)

AUSTIN FOURTEEN

1939 Austin Goodwood saloon (August), finished in brown leather, excellent tyres, unmarked, £450.—Seymour & Clements, Ltd., 35, Watford Way, Hendon Central, N.W.4. Hendon 2146. (18560)

AUSTIN SIXTEEN

C AR MART, Ltd.

S EE advertisement on page 40.

NEWNHAMS, Ltd.

1948 Austin 16 saloon, blue with brown moai mileage.

NEWNHAMS, House, 235-7-9, Hammer-smith Rd., London W.6. Riverside 4646. (18769)

AUSTIN SIXTEEN

H A SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon black with brown leather upholstery, 14,000 miles, £1,025.—H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds. north of Tally Ho Corner), Hillside 0524. (19636)

P HILIP RICKARDS, Ltd., offer:—

1948 Austin 16hp, black/brown, H.M.V. radio, moderate mileage.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (18662)

C HARLES RICKARDS, Ltd., offer:—

1948 (Dec.) Austin 16hp de luxe saloon, black with brown leather, multi-lens radio and heater, one owner since new, genuine mileage 17,344; choice of two, £495.—4, Baywater Rd. W.2 (next door Lancaster Gate Tube Station), Tel. Paddisow 1820. (18013)

1947 Austin 16 saloon, black with brown leather, excellent condition; £325.—G. & R. GALLAGHER, Ltd., 35, Victoria Rd., Surbiton, a Kimbridge 4548. (16635)

1948 Austin 16 saloon, 12,000 miles, black with brown leather, one owner, £495.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (14455)

1949 Series Austin 16 saloon, radio and heater.—Autowork (Winchester), Ltd., Tel. Winchester 4334-5406. (18098)

1948 16hp Austin saloon, in new condition, mileage 10,000, radio, £365.—Vidier 43, Crayford St., W.1. Pad 4915. (15527)

GOLDERS Green.—H. A. Saunders, Ltd., Golders Green. 1947 Austin 16 S-R saloon, black, 17,000 miles.—Speedwell 0011. (16491)

1948 (Dec.) 1947 Austin 16 saloon, one owner, good condition, £300.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (17741)

14500 authenticated miles, 1948 Austin 16 saloon, sunshade, radio, immaculate.—Lupel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4435. (19502)

1937 Austin 16 saloon, first-class condition mechanically and in appearance, £575.—Bruce France Inc., Cromwell Mews, South Kensington, Fla. 0513. (19653)

£135 gns.—1935 Austin 16 4-door de luxe saloon, excellent runner, fitted radio, taxed, bargain.—Gray Motors, 180-184 West End Lane, N.W.6. Hampstead 6200. (19624)

1946 Austin 16 saloon, blue with blue leather, new engine fitted 1948, really nice condition throughout.—Dixon's Garage, 124 West Hill, Putney, S.W.15. Putney 0596. (16371)

850 gns.—Austin 16, Jan. 1948, de luxe 4-door saloon, black, sliding head, brown leather, Jackale, heater, carefully used, exceptional condition, terms, exchangeable.—Rowland Smith, below.

265 gns.—Austin 16, 1945, Chalfont, 7-seater, Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (16649)

1938 (April) Austin 16, Gordon drop head, one owner, twin lens lamps, Windhams good tyre, uses no oil, taxed, £280 or offer.—Miss J. Addicott, W. Wadsworth, Herne Rd., Burnham-on-Ouse, Somerset. Tel. 381. (17942)

1934 Austin 16 heavy saloon, blue and black with leather upholstery, in very good mechanical condition, the bodywork has been well preserved, £160.—Tankard & Smith, Ltd., 97, Peckham Rd., E.15. Rodney 2051. (19662)

Austin Sixteen Cars Wanted

T H E CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston Road, London, N.W.1.

TELEPHONE: Euston 1212. (19057)

CASH buyers of low mileage Austin 16s; distance no object.—Hastons, Lord St., Southampton. Tel. 2265. (19055)

ROWLAND SMITH, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (19620)

B RITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tron 5586. (18559)

AUSTIN 16 cars wanted.—Motorists (London), Ltd., immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. (16395)

C AR MART, Ltd.

S EE advertisement on page 50. (18075)

TOM GARNER, Ltd., offer:—

1950 Austin A70 Hampshire saloon, brown with beige leather radio heater, sun roof, 2,000 miles only. (18078)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 6685-6. (17969)

1949 Austin A70 saloon, unimmaculable condition.—Autowork (Winchester), Ltd., Tel. Winchester 4334-5406. (18099)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

H. A. SAUNDERS Ltd., offer—
1949 Austin A70 saloon, grey with grey leather upholstery, 7,000 miles. £1,245.
H. A. SAUNDERS Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho Corner), Hildeside 0024. (6914)

AUSTIN A70 de luxe saloon, heater, spotlight, radio, black, mileage 8,000, £1,125.—Val. 2191. (6190)

1949 Austin A90 Atlantic convertible coupe, red, beige leather, radio, heater, 9,000 miles only.—Becon. (5845)

1950 Austin A70 Hampshire saloon, brown, leather upholstery, heater, 7,000 miles, spare unused.—Ripco, Ltd., 18, Albemarle St., Mayfair, W.1. Regent 2952.4. (6513)

1949 Austin A70 saloon, 4,000 miles, radio, heater, S.R. black, £1,165.—London House Motors, Burnham-on-Sea. Tel. 435. (5815)

1950 miles, Austin A70, Dec. 1949, brown, taxed, heater, as new, £1,195.—H. Pearce, 501, Baker St., Forty Nine Entry. (7253)

1949 Austin A70 saloon de luxe, 7,000 miles, £1,140.—J. M. Dove, Ltd., 111-115, Addcombe Rd., Croydon, Addcombe 5066. (7333)

1949 (Auc.) Austin A70 Hampshire saloon, black, brown leather, sliding roof, radio and heater, one owner, 10,000 miles, £1,250. (7353)

McKINNON MOTORS, Ltd., "Langham House," 3, M. Stafford Rd., Wallington, near Gorton, Surrey. Established 1906. Tel. Wallington 5404. (7977)

1950 Austin A90, finished in Austin blue, heater, radio, 10,000 miles, £1,350; first registered Jan. 1950.—Meekers Motors, Ltd., Bridgwater, 1977. (6510)

1949 (Oct.) Austin A70 saloon, radio, heater, one owner, 14,000 miles, £1,095.—Garage Service Co., Hoop Lane, Gouders Green, N.W.11. Speedwell 8508. (5975)

10800 miles 1949 (July) Austin A70 saloon, green, radio, heater, sun roof.—Ernest Sutton, Cliver Hill 95 (Cheltenham) (trade enquiries only please). (7126)

1950 A70, 5,200 miles, black, brown leather, as new, offers would consider good 7-seater as part payment. Letters only.—Mason 14, Rothbar, Ave., Wimbledon, S.W.20. (7306)

Austin A70 and A90 Cars Wanted
H. A. SAUNDERS Ltd., offer—

AUSTIN HOUSE, 140-144, Gouders Green Rd., N.W.11. A Speedwell 0011. (6964)

WANTED A90 Atlantic, electric hood, etc., 100 miles, good price paid for good and genuine car.

WADHAM GARAGES, Ltd., Weston-super-Mare, Tel. 269, after 5.30 6185. (8045)

WANTED Austin A70, Coventry free, low mileage; no dealers.—J. Chapman, 4, Green Park, Cambridge. (1631)

AUSTIN EIGHTEEN
1937 Austin 18, 7-passenger, exceptional order, choice of 2.

GUTHRIE & CO. Ltd., 6-7, Warren St., W.1. Euston 5026. (7394)

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

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1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

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1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

1938 18hp Windsor 7-seater saloon, face-forward coach, blue, leather throughout.

AUSTIN A125 and A135

BROOKLANDS.
1949 Austin Sheerline, grey, grey leather, fitted loose covers, radio and heater, small motor, immaculate throughout.

103 8351.6. (6259)

CAR MART, Ltd.

SEE advertisement on page 40.

H. A. SAUNDERS, Ltd. offer—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, automatic locking system, etc., 6,000 miles; £1,795.

A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho Corner), Hildeside 0024. (6916)

PHILIP RICKARDS, Ltd., offer—

1949 Austin Sheerline, grey/grey, 6,000 miles, underbody, radio, heater, S.R. Park 1059.

MANN EIGHTON & Co. Ltd., offer—

1949 Austin Sheerline saloon, black, 9,000 miles, £1,725.

1949 Austin A70 saloon, grey, 5,000 miles.

14 Berkeley St., London, W.1. Regent 2073. (6292)

1949 Sheerline saloon, black, 15,000 miles, underbody, radio, heater, 1000, unrepeatable offer.

A. 2723. (3466)

GOLDERS Green—H. A. Saunders, Ltd., Golders Green, 1949 Austin Sheerline S.R. saloon, grey, 9,000 miles.—Speedwell 0011. (6964)

1949 Austin Sheerline, black, biscuit upholstery, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (5824)

1949 Austin Sheerline, 10,000 miles, grey, immaculate. £1,675.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (6106)

1949 (Sept.) Austin Sheerline, finished in black, with fawn hide upholstery, fitted heater and radio, very carefully maintained by one fastidious owner. £1,725. Includes exchange.

MASON BROTHERS (Motor Showrooms), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24697. (1627)

Austin A125 and A135 Cars Wanted

C

THE CAR MART Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (6540)

B. Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2. Tel. 5500. (1540)

AUSTIN TWENTY-FOUR

AUSTIN TWENTY-EIGHT

IMOUSING 1950 20hp Ransleigh, partition, widest occasional, 23,000 miles, black, exceptional opportunity, reasonable price.

A. PROVIDENCE COURT, North Audley Street, Mayfair. 2941. (6155)

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS

IRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 43, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fitz. 4621.3. (5974)

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampton Road, H. (Hamstead Town). Ham. 6041. (6026)

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

LL models Austin urgently required.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4204. (6567)

AUSTINS wanted.—Smith's, 88, Chalk Farm Rd. A.N.W.1. Gul. 2767. (6022)

POST-WAR, Austin wanted.—G. S. Hall, 502, King St., W.4. Riverside 2601. (6262)

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Tel. Probus 5161, are buyers all types post-war Austin. (6041)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin. (6041)

CLARK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers require cars in first-class condition. Mayfair 5242. (6011)

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., London, N.W.1. Euston 7791. (6262)

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7791. (6262)

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. (6013)

Austin Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, St. W.6. Riv. 3625. (6223)

C. G. NORMAN & Co.

AUTHORIZED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.4. Hendon 6500, and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) (6100)

FOR Austin mudguards, running boards, 1951-59.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 2147. (6255)

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2852, 2650. (6262)

BROCKHURST GARAGE.—Harrow agents for Austin, sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex, Tel. Grimsley 561. (6262)

NEW cars, suitable 7, 10hp, etc.; reconditioned exchange engines; require, trade discount.—Tarrant & Frazer, 10 Winchester Mews, N.W.3. Pri. 2647. (6139)

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units, price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. (6263)

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts, new and replacement units from stock; free delivery anywhere. Wansford Motor Works, Ltd., 29, High St., S.W.19. Wm. 0123. (6441)

PRYNN & STEVENS, Ltd., the South London Austin dealer, full range of parts and units in stock; exchange engines, gear boxes, pumps, cutters, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acce Lane, S.W.2. Brixton 1155. (6184)

BENTLEY (3½ & 4½-litre)

H. R. OWEN, LIMITED.

17, Berkeley St.

CHEAT Britain's Leading Specialists in Rolls-Royce and Bentley Cars.

PROUD members of the Swain Group.

A NATIONAL Motoring Organization.

1939 Bentley 4½-litre overdrive P.H. coupe (S.R.) by Gurney Nutting, colour dark metallic grey with black leather upholstery; this car is fitted with radio, heater, demister, two S.M. spares, overriders to bumper. Ref. H.504.

1947 Bentley Mark VI Standard steel saloon (S.R.) by Bentley Motors, colour silver-grey with black leather upholstery; this car is fitted with heater and demister, compacts. Ref. H.5764.

1947 Bentley Mark VI 2-door R.E. sports saloon for James Young, colour grey with grey-radio heater; this car has an H.M.V. radio, picnic table, interior coach. Ref. H.2052.

1949 Bentley 4½-litre Mark VI Standard steel saloon (S.R.) by Bentley Motors, colour black with black leather upholstery; this car is fitted with radio, heater and demister, overriders. Ref. H.5974.

A.L. cars carry our unique 6 months' guarantee; please phone or write for details.

H. R. OWEN, LIMITED.

17, Berkeley St.

LONDON, W.1.

TELEPHONE: Mayfair 9050. (6058)

FOX.

OFFER the following from their specially selected stock:

1934 Park Ward sports saloon 3½-litre Bentley chassis, black, brown leather, £1,550.

A. FOX & Co., Ltd., 5/5, Burlington Gardens, Port St. W.1. Tel. Regent 7697. (6095)

FOX.

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI Standard steel saloon, pearl with grey leather.

1947 Mark VI Standard steel saloon, Tudor grey with blue leather.

1947 4½-litre 4-door Sports saloon by Thrupp & Matherly, black with blue leather upholstery.

1935 3½-litre 4-door Sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. (6006)

CAR MART, Ltd.

SEE advertisement on page 40.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. (1607)

OFFER the following—

1937 Bentley 4½-litre drop head coupe by Park Ward, any trial or examination.

1938 Bentley 4½-litre, 45,000 miles, radio, any trial or examination.—47, Sloane St. (6174)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½ litre)
JACK BARCLAY, LIMITED.
 LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to: Mr. George St., Haverley Sq., London, W.1. Tel. Mayfair 7344. [10007]
JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—

1949 (Oct.) Mark VI Bentley standard saloon, pearl grey, with blue leather, 28,000 miles, immaculate. [10007]

1949 (April) 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles. [10007]

1949 (April) Mark VI Bentley standard saloon, pearl grey, blue leather, 7,000 miles. [10007]

1949 (June) Mark VI Bentley standard saloon, with beige leather, 15,000 miles. [10007]

1948 (June) Mark VI Bentley standard saloon, pearl grey, with blue leather, 21,000 miles. [10007]

1947 (Oct.) Mark VI Bentley standard saloon, 2 shades of grey, grey leather, 51,000 miles. [10007]

1948 Mark VI Bentley 2-door saloon by Young, blue, with beige leather, 25,000 miles. [10007]

1936 (Aug.) 4½-litre Van den Plas Bentley pillar-less saloon, black, with grey leather, 62,000 miles. [10007]

1936 (Oct.) 4½-litre Bentley saloon by Mann Egerston, metallic blue, with blue leather, 62,000 miles. [10007]

1936 (Oct.) 4½-litre Bentley saloon by Park Ward, black, with maroon leather. [10007]

DELIVERY of new and used cars quoted on application. [10007]

UDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. [10007]

HAROLD RADFORD & Co., Ltd. [10007]

INVITE you to call and inspect their unique selection of Bentley cars. [10007]

HAROLD RADFORD & Co., Ltd. Melton Court, Kensington, S.W.7. Tel. Kensington 6042 (5 lines). [10007]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Bentley Mark VI saloon, 16,000 miles, fitted special chrome wheel disc, colour duco grey, £2,750. Portsmouth Rd., Thames Ditton, Esherbury 5551-5. [10007]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre saloon by Park Ward, 54,000 miles, £2,750. [10007]

1935 Bentley 3½-litre 2-door sports saloon by Gurney Nanting, 62,000 miles, £1,500. [10007]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. [10007]

LARGE stock of 3½-4½ Bentley cars for disposal. [10007]

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 3660 (10 lines). [10007]

CENTRAL MOTORS (PADDINGTON), Ltd., offer:—

1937 Bentley 4½-litre metallic grey 4-door saloon, 15,000 miles, £2,750. [10007]

CENTRAL MOTORS (PADDINGTON), Ltd., 14, Harrow Rd., Paddington, W.2. Pad. 0766. [10007]

ACE SERVICE STATION (LONDON), Ltd., offer:—

1934 Bentley 4-door Park Ward saloon, black with blue leather, splendid condition throughout. [10007]

NORTH Circular Rd., Stonebridge Park, N.W.10. [10007]

1935 Bentley 3½-litre coupe, good condition mechanically and coachwork, fitted radio, serviced Bentley and Park Ward. Box 765. [10007]

4½-litre Bentley Vanden Plas saloon, £236 spent with 4½ makers (full shown), first registered August, 1936. Laston-Goodman, 56, North Audley St., W.1. [10007]

1936 Rolls-Royce by Hooper foursome d.h. coupe, one owner, new condition, any trial.—Frank Ken. 6860. [10007]

1949 Bentley Mark VI H. J. Mulliner streamlined coupé, 2-door, 26,000 miles, £4,500.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. [10007]

CENTRAL GARAGE, CROYDON.—1954 Bentley 3½-litre drop head four-seater coupe by Park Ward, finished dark blue, chromed trim, excellent condition, 2,600.—Central Garage, Tel. Croydon 7464. [10007]

1937 4½-litre Bentley with sport 4-door saloon coachwork by Hooper, 67,000 miles, overhauled by Bentley, 25,000 miles, £2,000.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1605. [10007]

1948 Bentley Mark VI steel saloon, black, brown fitted radio, Bentley, 21,000 miles guaranteed, indistinguishable from new inside and out, any trial or examination, reasonable price, terms, exchange. [10007]

NEWCASTLE (STAPLES) MOTOR CO., Ltd., Brunswick St., Newcastle, Staffs. Tel. 65266-7-8 Newcastle. [10007]

1936 Bentley (3½ & 4½ litre) (Aug.) 4½ Bentley Park Ward saloon, finished black with ivory leather upholstery, in excellent condition throughout, exceptional value at £1,295.—Harry Martin, 25 Devonshire Place, W.1. [10007]

1939 (Sept.) 4½ overdrive Park Ward saloon, black, ivory leather upholstery, magnificent condition throughout, recent Bentley overhaul, fitted radio, heater, and (best offer over £2,000) or exchange Mark VI, cash adjustment, private.—Box 7774. [10007]

HOOPER & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be very pleased to show customers round their factory at Western Avenue, Acton W.3. Official Rolls-Royce and Bentley retailers. [10007]

1939 (August) Rolls-Royce 4½ overdrive saloon by Park Ward, black, ivory leather H.M.V. radio, disc, new Dunlop Fuchs, new battery, magnificent original condition throughout, £2,475, usual H.P. and exchange facilities available.—Offered by Low Fell Motor Co., Ltd., Gateshead-on-Tyne. Tel. 70552. [10007]

BENTLEY (other than 3½ & 4½ litre)

1936 Bentley unique reds coupe, 6½-litre engine in 3½-litre chassis, excellent condition, £2,495.—Curry, Dartington, Totnes. [10007]

1925 5-litre Red Label, attractive 2-seater drop-head coupe in excellent condition, £220, very near offer.—Box 7763. [10007]

BENTLEY shooting brake 3½-litre rebuilt and reconditioned 1940, tax £10 p.a., excellent offer in every respect.—Tel. Wymondley 150. [10007]

1928 4½ Bentley black coupe, very good condition, £250.—Aldy Hall Way Garage, Hertham Rd., Walton-on-Thames, Walton 5262. [10007]

CENTRAL GARAGE, CROYDON, offer 1950 Bentley speed 6 4-door sports saloon by Hoyle, splendid condition, 20,000 miles, one owner, amazing condition. Central Garage, Tel. Croydon 7464. [10007]

BENTLEY 1927-8 4½ drop head coupe, 961 9/16in chassis, 1,600 miles since 4,500 overhaul by Lawrence, including latest type Harey 6-cylinder prop and valve controls, offers.—Ward, The Garage, Carrington, Bolton, Lancs. Tel. Sneyd 210. [10007]

4½-litre Bentley, Vanden Plas tourer, reconditioned 4½ engine, new radiator, five new Dunlops, very well equipped with leather and chrome, £1,000, or offer; or exchange for interesting open 1100 or 1500cc sports car, plus cash.—Hart Hill Cottage, Jackman's Lane, St. John's, Woking, Surrey. [10007]

Bentley Cars Wanted

S

G Our demand is urgent

OWNERS who have Bentley cars for disposal are invited to communicate with the Motor Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 3660. [10007]

Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [10007]

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—520, Euston Rd., N.W.1, Euston 1212. [10007]

A

BENTLEY

CAR specialist for over 30 years wishes to purchase pre- or post-war Bentleys in good condition: urgently wanted 1940-49 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. 2424. [10007]

J. MARSHALL.

WANTED, Bentley 3½- and 4½-litre, all types of coachwork, any condition, immediate cash settlement.—Box 7764. [10007]

J. MARSHALL, 889, St. Adams Rd., Watford, Tel. 2569. [10007]

SPECIMEN pre-war or Mark VI Bentley wanted.—Tel. Dennis Adams, Gateshead 7552. [10007]

ROWLAND SMITH'S, the Bentley buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [10007]

MANN ELLERTON & Co., Ltd. (founded 1899), wish to purchase Bentley Mark VI models immediately. 14, Berkeley St., London, W.1. Regent 2075. [10007]

IOW mileage Mark VI Bentley required by private to buy.—Full details, including mileage and price, to Box 7765. [10007]

URGENTLY required, good 3½-litre or 4½-litre pre-war Bentley.—Harefield, 154, Ott. Titchfield Rd., Langham 0212. [10007]

GOOD low-mileage '39 and '40 Bentley cars wanted.—F. R. C. Wilmshurst, Ltd., 312, Ears Court Rd., London, S.W.5, Frodoate 6401. [10007]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westbury, Crystal Palace, S.E.15, Lav. 3562. [10007]

LATE type Bentley saloon urgently wanted for gentleman's use (London area); must be low mileage and in immaculate order; distance no object.—Box 7869. [10007]

DRE-WAR Bentley saloons required in good condition.—Mr. Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [10007]

RIPPOBROS, Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [10007]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. J. official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in reasonable condition. Mayfair 5242. [10007]

CHARLES POLLETT, Ltd., Officially appointed repairers of Bentley cars, and stock of most late cars in Bentley St., W.1. May 6366. Service works & stores, 12, Wellesley Ave., W.6. Reg. 1413. [10007]

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types. [10007]

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [10007]

CHARLES PULLETT, Ltd.—Officially appointed repairers and repairers.

SPARE parts

SERVICE.—12, Wellesley Ave. W.6. Reg. 1413. [10007]

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilmshurst, 12-13, Merchiston Mews, Edinburgh 11. Tel. 3609. [10007]

CENTRAL GARAGE, Croydon, specialists for all Bentley, Ley and Rolls-Royce under overhauling, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croydon 7464. [10007]

H. and Co., Ltd., officially appointed retailers W.1. Tel. Regent 7067. Service works: 212 New Kings Rd., Fulham, London, S.W.6. Tel. Rotten 3066. [10007]

B.M.W. Cars Wanted

PRIVATE buyer would like 1½- or 2-litre B.M.W. any condition.—Box 7765. [10007]

B.M.W. Spares and Service

GEAR boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe, Tel. Add. 2031. [10007]

BOND MINICAR

BOND MINICAR 1948 400, left-hand drive, £195.—Whalley, 31, Stradmore Rd., Denbigh, Bradford. [10007]

UM

UNIVERSITY MOTORS, Ltd., Joint Distributors

Red and Purple

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [10007]

A.F.N. Ltd., offer:—

BRISTOL 1950, type 401 2-door sports saloon, v Touring of Milan, close rear box, Royal blue, 4½-litre, 19,000 miles, £1,100; any other B.M.T.A. permitted, total mileage 11,000; any other B.M.T.A. permitted, total mileage 11,000; any other B.M.T.A. permitted, total mileage 11,000. [10007]

BRISTOL 1949, type 400 saloon, red beige leather, 19,000 miles, £1,100. [10007]

FALCON Works, London Rd., Isleworth, Tel. Hounslow 0011. [10007]

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hays Mews, Berkeley Sq., W.1. Gro 7565. [10007]

KEVILL-DAVIES & MARCH, Ltd., offer:—

BRISTOL 1949 400 saloon, finished in opulent green, fitted radio, heater, and all latest modern, 15,000 miles as new. [10007]

BRISTOL 1948 400, left-hand drive, black, fitted radio and heater, in excellent condition. [10007]

A.F.N. Ltd. (Bristol joint distributors), always have a selection of used Bristol cars for sale. [10007]

FALCON Works, London Rd., Isleworth, Tel. Hounslow 0011. [10007]

CHARLES CRUICKSHANK MOTORS, the Centre Bristol, Ltd. (2500—Distributors in the West for Bristol cars. Details and catalogues on request. [10007]

1919 Bristol model 400, maroon, 21,000 miles, £1,100. First reg. December, 1949.—Claxton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. [10007]

ANTHONY CHROOK.—Bristol all models including type 401 4-door saloon on view, also Bristol type 400 saloon, used models available, including 1950 type 400, one owner, B.M.T.A. consent to sell, written guarantee, the advantages of dealing with leading distributors will be obvious.—Turn End, Caterham Hill, Surrey. Tel. 2252-3. [10007]

Bristol Cars Wanted

ADVERTISER will pay £2,000 for type 402 Bristol.—Box 7820. [10007]

J. H. BARTLEY, the Bristol buyers.—27a, Pembroke Villas, W.11, Bayswater 9523. [10007]

PRIVATE buyer wants Bristol pre-war saloon for private use.—Details and lowest price to Box 7762. [10007]

A.F.N. Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth. [10007]

SEVERAL used Bristol cars wanted, immediate cash settlement for genuine cars able to pass through department.—Anthony Chrook Motors, Ltd., leading distributors of Bristol Cars, Caterham Hill, Surrey. Tel. Caterham 2252-2253. [10007]

UM

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvener 4143. [10007]

B.S.A.

£100 or offer, B.S.A. 1938, 10hp coupe, black, pre-war, selector, leather upholstery, bones refined, insured to Aug.—Box 7959. [10007]

2665—B.S.A. 1948, 12hp, drop head coupe, registered 1948, open 9-7 week-days and Saturdays.—Rowland Smith Motors, 556, New Cross Rd., London, S.E.4. [10007]

265 sports coupe, black, sliding head, green leather, good tyres, very good condition, terms, exchange; also open 9-7 week-days and Saturdays.—Rowland Smith Motors, 556, New Cross Rd., London, S.E.4. [10007]

ROWLAND SMITH'S the B.S.A. buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [10007]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- B.S.A. Cars Wanted**
RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A. and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines).
- B.S.A. Spares and Service**
BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., Langham 7755.
- SPARE parts for 10hp and 12.6 fluid flywheel models.**
S—Allens Victoria Piece, Clapham, S.W.4. Macaulay 4199 and 6252-5.
- BUCATTI**
BROWN: for Bugatti.
FIRST registered 1937, Bugatti type 45 supercharged 2.3 litre, 2-4-seater, this car capable of 100mph in 3rd gear, 110-120mph in top, bodywork in exceptionally clean condition, finished in Bugatti blue, polished axles, etc.
BROWN'S GARAGE, Loughton (Essex) 4119 (Tube).
- RICHARDS & BROWN** offer type 44 sports 2-seater, complete rebuild, £495; part exchanges—2, Ringers Rd., Bromley, Kent, Tel. Ravensbourne 7497. (6690)
- Bugatti Spares and Service**
J. LEMON BURTON, Bugatti service, 55, Netherwood St. N.W.6. Malda Vale 1531.
- BUICK**
SIMPSON'S MOTORS, Ltd. offer—
1937 Buick phaeton drop head, £350.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car specialists), Wembley 3903.
- JOE THOMPSON (MOTORS), Ltd. offers—**
1948 Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage, £2,600.
J. O. THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4056.
- £375**—1937 Buick saloon, sun roof, 30,000.
£175—1935 model 2-door sedan, excellent condition, 28,238; hire purchase terms and exchanges—Monahan Motors, 594, London Rd., Tottenham Heath 5081.
- 1937 Buick Viceroy saloon, radio, excellent—B. GUY ALFREDS & Co. Ltd.—67, Warren St., W.1. Euston 3520.**
1950 Buick type 45 4-door streamline saloon, 1,500 miles, brand new, £2,350—J. F. Crawley, Western 6015.
- B** Buick drop head coupe, power operated hood, £1,850—Meadway 1777.
B registered 1950, 1947-8 model, 17,000 miles, as new, £1,850—Meadway 1777.
- LIQUIMINES—Rooney 8-seaters, not ex-hire, from £250.**—Laxton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.
- 1947 Buick 51 super saloon l.h.d., colour black, immaculate, radio, heater, etc., £1,775.**—Williams, Ger. 5072.
- B** Buick 51hp Viceroy saloon, July, 1940, radio, heater, 5,955—Vidier 43, Crawford St., W.1. Rad 4915, (Essex) 4119.
- 1936 Buick Viceroy saloon, black, brown leather, extensive overhaul 5,000 miles ago; N.E. L.O. Motors, 177, Ardway Rd., Highgate, N.6. Mountview 8467.**
1939 Buick 31hp saloon, black, steering column gear change, leather, excellent condition, one owner since new; car history available from the English agents, probably the best 1939 Buick in the country; £650—Bells Service, Mayfair 144, London Rd., Tottenham-on-Thames, Kingston 1185.
- A & S** display exceptional range modern Limousines, certified mechanically, reasonable cost.
LIQUIMINE 1937 partitioned Pullman, widest occasional, black, delightful condition. Also LIQUIMINE 1938 Pullman, partitioned, widest occasional, black, immaculate. £955.
ALPHE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, North Audley Street, Mayfair-2941.
- BUICK Cars Wanted**
CASH immediately for good Buick—H. F. Edwards, 29, Upper High St., Epsom 9400.
- SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Buick.** Wembley 3903.
- ROY GILWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4737),** urgently desire to purchase modern American cars.
- 7 SEATERS** privately owned modern Limousines ready to go, waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.
- SOLE concessionaires, Lendrum & Hartman, Ltd. wish to purchase used Buick models—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121.** (6504)
- COWLEY MOTORS** urgently require all models Buick—Cowley Motors, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066.
- BUICK Spares and Service**
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911.
- CADILLAC**
BROWN'S for Cadillacs.
- 1936 Cadillac limousine 7-seater, face forward occasional, leather from top, Bedford cord rear, windmill partition, most impressive—Brown's Garage, Loughton (Essex) 4119.** (Tube) (8139)
- JOE THOMPSON (MOTORS), Ltd. offers—**
1939 Cadillac 60 special Fleetwood saloon, colour black, fitted radio.
J. O. THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4056.
- Cadillac Cars Wanted**
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Cadillac. Wembley 3903.
- Cadillac Cars Wanted**
ROY GILWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4737), urgently desire to purchase modern American cars.
- CADILLAC sole concessionaires, Lendrum & Hartman, Ltd. wish to purchase used Cadillac models—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121.** (6004)
- CADILLAC Spares and Service**
LID. Buick Works, Old Oak Lane, Willesden Junction N.W.12. Tel. Elgar 7911.
- CHEVROLET**
DICKS CAR SALES offer—
1938 (reg 1939) Chevrolet saloon, one owner since new, £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex 6559-9.
- SIMPSON'S MOTORS offer—**
1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.
1949 first registered Chevrolet 2-door Aerodynamic, exceptionless post-war car, fully streamlined, immaculate coachwork and interior.
1949 30 Chevrolet coupe, very latest model, low mile, all extras, wing flaps, blinkers, heater, radio, spotlight.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car specialists), Wembley 3903.
- JOE THOMPSON (MOTORS), Ltd. offers—**
1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater. £1,475.
J. O. THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4056.
- 1947 Chevrolet R.H. drive saloon, leather, radio, heater, 12,000 miles only, a most beautiful car with all American extras, amazing performance.** £1,265.
J. F. Crawley, Western 6015.
- 1950 (April) Chevrolet latest type 6-str. sedan, 12,000 miles only, a most beautiful car with all American extras, amazing performance.** £1,265.
A. J. MOTORS, Palmerston Rd., N.W.6. Tel. Mal 15912.
- 1948 Fleetmaster 4-dr. saloon, l.h.d., 22,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3506.**
CHEVROLET 1947, Nov., property of engineer, in exceptional condition, 26,000 miles, absolutely draft-proof, ideal for invalid, no very easy steering and excellent riding qualities of car, licensed and insured, price, £1,450—Apply, Relined Brake Drums, Ltd., 76, High St., London, N.16.
- Chevrolet Cars Wanted**
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Chevrolet. Wembley 3903.
- COWLEY MOTORS** urgently require all models Chevrolet—Cowley Motors, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066.
- Chevrolet Spares and Service**
CHEVROLET spares and repairs, for private vehicles only, distributors for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3506.
- CHRYSLER**
1936 Chrysler saloon, £125—Johnston's Service Garage, 14, Midway Ave., N.1. Canonbury 6666-7-8.
- CASH'S MOTOR MART—1938 Chrysler 24hp saloon, leather, excellent, written guarantee—5, Warren St., W.1. Euston 4110.**
DIESEL car, very low running costs, Chrysler 1938 fitted Perkins' 4-cyl. fast saloon, excellent condition, £900.—Box 7958.
- LIQUIMINE 1937 Wimbledon 24hp, partition, widest occasional, leather, excellent condition throughout.**
ALPHE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, North Audley Street, Mayfair-2941.
- Chrysler Cars Wanted**
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Chrysler. Wembley 3903.
- ROWLAND SMITH'S, the Chrysler buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.**
CASH immediately for good Chrysler—H. F. Edwards, 29, Upper High St., W.1. Langham 0012.
- 7 SEATERS 1937 59 59 Royal-Wimbledon-Dodge.** Private owner. Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair-2941.
- AUTO SALES (LONDON), Ltd., Chrysler agents, wish to purchase all models Chrysler vehicles—25, Beuze Rd., Swiss Cottage, N.W.6. Mal. 5555.** (0045)
- 1939 small mileage Chrysler Wimbledon, with leather, trim, many extras—Brown's 2 white (Leeds), Ltd., Roundhay Rd., Leeds, 7, Tel. 43405.** (0566)
- COWLEY MOTORS** urgently require all models Chrysler—Cowley Motors, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066.
- Chrysler Spares and Service**
CHRYSLER Specialists, repairs, spares, exchange engine service—A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2251.
- CITROEN**
WIMBUSH for Citroens.
- 1947 (Jan.) Citroen light 15 saloon, grey with red upholstery, superb condition, 2,600.**
R. C. WIMBUSH, Ltd., 512, Easit Court Rd., London, S.W.5. Freemantle 8401.
- JOHN S. TRUSCOTT, Ltd.**
A COMPREHENSIVE range of post-war Citroens are offered. Prices are maintained. Only first-class examples are offered. Prices are competitive.
- PACH car** has been thoroughly serviced throughout, and stock and interesting literature ready sent on request.—173, Westbourne Grove, Bayswater, W.11. Bay. 4274.
- CITROEN**
GUY SALMON AUTOMOBILES, Ltd. offer—
1949 Citroen 15 (French model) r.h.d., genuine 15,000 miles, faultless, £975—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.
- DAGENHAM MOTORS, Ltd. offer the following car—**
1949 (Nov.) Citroen Light 15 saloon, sun roof, black brown hide, 8,000 miles.
Park Lane, W.1. Regent 4566.
- H.W. MOTORS, Ltd. the Citroen specialists offer—**
1950 (reg 1949) Light 15 saloon, black/brown leather, 6,500 miles, £1,250.
1949 Light 15 saloon, maroon red leather, 19,000 miles, £1,075.
1940 6-cyl saloon, green/green leather, £250.
- H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437.**
ACE SERVICE STATION (LONDON), Ltd., the Citroen distributors, offer—
1950 Citroen Light 15 saloon, maroon with red hide.
1949 Citroen Light 15 saloon, grey with maroon hide.
1949 Citroen Light 15 saloon, black with red hide.
1946 Citroen Light 15 saloon, black with fawn hide.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5505 (5 lines).
- WORTHINGTON MOTOR Co. Ltd. for Citroen sales & spares service—Tel. Worthing 71.**
1938 Citroen 12 saloon, black, good condition, £350.—Walton-on-Thames 901.
- £825**—1947 15hp Citroen saloon, black/brown, 12,000 miles, excellent—Maybury Hill, Woking 1928.
- CITROEN Light 15, 1939, new engine 1948, perfect condition all round, 5,500, Corlett & Taylor, Conduit Mews, W.2. Amb. 6049.** (8163)
- 1950 Citroen 15hp saloon, fitted radio and many extras, maroon leather, 12,000 miles, £1,150.**—Worthington Motor Co. Ltd., Worthing 71.
- Citroen Cars Wanted**
C. O. NORMAN & Co.
CITROEN Sole Distributors for the County of London.
BUYERS of low-mileage Citroen cars, 46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
- ACE SERVICE STATION (LONDON), Ltd.**
THE Citroen distributors are anxious to purchase post-war Citroen Light 15 and 6-cylinder cars—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5505 (5 lines).
- JOHN S. TRUSCOTT, Ltd., urgently require Citroens.**
EXCEPTIONAL prices offered for low-mileage really well-kept examples—173, Westbourne Grove, W.11. Bay. 4274.
- KENTISH & THOMSON, Ltd., urgently require good Citroen cars.**
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Enfield, Croydon, Springvale 3477-8.
- CASH immediately for good Citroen—H. F. Edwards, 29, Upper High St., Epsom 9400.**
H. W. MOTORS, Ltd., always require first-class Citroens—Tel. Walton-on-Thames 783 and 1437.
- ROWLAND SMITH'S, the Citroen buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.**
A. FREEMAN, Ltd., Grosvenor Garage, require 1940 Citroen six cyl. and light fifteen—Burnage Lane, Manchester, 19. Tel. Rus. 4074-5.
- Citroen Spares and Service**
C. O. NORMAN & Co.
CITROEN sole distributors for the County of London. Citroen spares and service—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211.
- SOUTH of the Thames**
BALES of Croydon—Distributors and specialists for over 25 years. Tel. Croydon 3131-2.
- B** Bring your used cars to the Citroen specialists, we will recommend a car to suit your needs.
- THE HEADLINE MOTOR & ENG. CO., Ltd. 8 T. Oley Rd., Leeds, Tel. 50627-8.** Grams, Trubie.
- WIDEMORE GARAGES, Ltd., Putney Rd., Bath 4662.**—Citroen spares, reconditioned drive trains 48-hr. service.
- CITROEN specialists, breakdown service, exchange gear box fitted 24 hours—Lorraine Garage, 29-30, Euston Mews, S. Kensington, S.W.7. Western 6974.**
CITROEN are distributors for N.W. & W. Citroen specialists in reconditioning these cars, front drive assemblies fitted from stock—Barnehurst Garage, Ltd., Bexleyheath 723.
- CORD**
40hp Cord drop head phaeton, laid up many years, mileage 25,000, fine class condition, considerable reasonable offer—Box 7967.
- CROSBLEY**
1937 Crosley 2-litre sports 4-door saloon, one owner, 33,000 miles only, exceptional car, £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.
- DAIMLER**
BROOKLANDS.
1946 Daimler 2 1/2-litre saloon, black, blue leather, exceptional condition.
Key Bond St., London, W.1. Tel. Mayfair 4551-6.
- G. P. (BALHAM), Ltd. offer—**
1950 Daimler 2 1/2-litre saloon, black, radio, heater, 12,000 miles, £1,975.—Park Garage (Meysey), Ltd., Hampton Court Way, Molesey, Tel. 18553.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHARLES POLLETT, Ltd. offer—

1947 Daimler saloon, grey, red leather, 26,000 miles, radio, very carefully maintained; £1,375. 48, Berkeley St., W.1. May 6256.

SERVICE Works & Stores: 12, Wellesley Avenue, W.6. Tel. 1415.
STRATSTONE, Ltd., Daimler specialists.

1947 Daimler 2½-litre saloon, black with brown leather, heater and demister, most attractive condition throughout; £1,395.

1947 Daimler 2½-litre saloon by Hooper, black with brown cloth to rear, equipment includes 2 face forward occasional, electric division, 11,000 miles as new; £3,150.

1939 Daimler 24hp limousine, black with leather throughout, carefully maintained; £1,995.

1935 Daimler landaulet (OP chassis), fitted with latest type 27hp engine by Daimler Co. in 1940, roomy body, in excellent order throughout; £950.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair) 42441.
S. Service, 7, Hertford St., Russell Square, W.C.1. (Terminus) 74641.

1937 Daimler E20 sports saloon de luxe; £495.

GEORGE NEWMAN & Co., 303, Euston Rd., N.W.1. Euston 4466.

1946 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

LANCFIELD Ltd., 10, Grosvenor Place, W.1. Tel. 5611.
Bertie St., W.10. Ladbroke 2951.

SINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling, all spares and every service.

DAIMLER HOUSE, Bournemouth. Tel. 5405. 10544

1939 Daimler 15 2½-litre black saloon, really good car, any trial, etc., 20 mpg, price £1,675. Jones, Tynion House, Chigwell, Essex. Tel. 376 Cowbridge.

1948 (June) Daimler 2½-litre, finished in black, 1949 drop head coupe, black, green leather, price £1,750 or nearest offer—Write to, Brenhall, 47, Curzon St., Derby. Tel. Derby 4557.

1949 2½-litre Daimler 4-seater coupe by Barker, grey, red leather, radio and heater, immaculate, 5,000 miles—Siddons, Marston, Ltd., 50, St. John St., S.W.1. Tel. 6970.

595 gns.—Daimler 1939 2½-litre de 4-door saloon, black, sliding head, blue leather, condition, good tyres, carefully used, excellent condition, terms, exchange—Rowland Smith, below.

245 gns.—Daimler 1934 Martin Walter four-seater 4-door drop head coupe, black, green leather, price, £1,750 or nearest offer—Write to, Brenhall, 47, Curzon St., Derby. Tel. Derby 4557.

GORDON CARS (LONDON), Ltd.—1948 Daimler 2½-litre saloon, very nice condition, black, exceptional 17,000 miles, one owner only, exceptional throughout—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1 limousine, 1936 27/35 24hp, partition, wood, excellent condition, black, exceptional 17,000 miles, one owner only, exceptional throughout—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

A. L. & SAUNDERS (100 Limousines: Lists posted) 2941. Providence Court, North Audley Street, Mayfair.

DAIMLER CARS WANTED

THE CAR MART, Ltd., wish to purchase Daimler cars—150, Park Lane, W.1. Grosvenor 8454. 10959

CASH immediately for good Daimler—H. F. Edwards, 28, Upper High St., Epsom 9400.

ROWLAND SMITH'S, Daimler specialists—Hampton, High St. (Hampton Tube), Ham. 6041. 10362

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars—Upper St. Martin's Lane, W.C.2. Tel. 556.

DAIMLER wanted, 24hp E.L. type limousine, state full particulars—Fincham, Ltd., 213, Wilton Rd., Rushmore, Maidenhead, Tel. 2941. 10043

J. IMMOBILES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please—A. & S. Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

DAIMLER SPARES AND SERVICE

A. ACOT MOTORS, Ltd.—Preston gear boxes, exchange and repairs—159, Farnham Rd., W.3. Kensington 7501.

TEAR boxes—H. A. Engineering, 35, Orant Rd., E. Addiscombe, Tel. 235.

DAIMLER specialist for 58 years, guaranteed repairs and coachwork—J. B. Taborne, 30, Wilton Rd., S.W.1. Sloane 4655.

CROYDON—Donald Vince & Co., Ltd., Daimler, and Lanchester, specialists for sales and service—Kidderminster Rd., Epsom 9400.

DAIMLER and Lanchester spares—Large stock of spares for most models; specialists in spares unit, gasolene, etc. The Daimler spare valve service—Allen, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6253-3.

DELAGE

DELAGE D.3 saloon, exhibition coachwork by Fernand Darran, Paris, new tyres, recently overhauled, excellent condition throughout, insured, 7052.

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1901).

RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

H. ROAD office, 82, Park St., W.1. 10488

WE buy, sell and repair Delage—Marlborough Garage, 48, Rd. St. John St. W.1. 10195

K. EVILL-DAVIES & MARCH, Ltd.

1937 Delahaye 27hp 2-door saloon black, 42, Hay's Mees, Berkeley Sq., W.1. Tel. Grosvenor 5501.

DELAHAYE CARS WANTED

CHIPSTEAD MOTORS, Ltd., Omion Garage, 197, Fulham Rd., Kensington, S.W.3. are seen buyers of late models—Lansman 4652.

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1901).

SOLE concessionaires for the famous Delahaye cars, U.S.A. and other overseas enquiries invited.

H. ROAD office: Regional House, 82, Park St., W.1. 12407

COWLEY MOTORS (Incorporating all models of De Soto—Covley Motors, American Automobile Specialists, 275, Cranbrook Rd., Epsom, Surrey. Tel. Valentine 1066.

B. & M. GARAGES, Ltd. for super reconditioned 3-door pillboxes sliding head saloon, 1000 cc, crankshafts at £50/10, steered cylinder blocks, £10/10, both items on exchange basis plus packing, etc. repairs overhauled our specialists, S. M. Garages, Ltd., 42a, St. Michael St., W.2. Paddington 6877.

D.K.W. Spares and Service

NEW big-end and main bearings fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction, Tel. 9771.

DODGE SPARES AND SERVICE

DODGE specialists, repairs, spares, exchange engines, 3-door pillboxes sliding head saloon, 1000 cc, crankshafts at £50/10, steered cylinder blocks, £10/10, both items on exchange basis plus packing, etc. repairs overhauled our specialists, S. M. Garages, Ltd., 42a, St. Michael St., W.2. Paddington 6877.

DAIMLER CARS WANTED

1937 Fiat 500 drop head coupe, complete engine reconditioned, 1937—Smith & Co., 85-85, St. John's Hill, Clapham Junction, Tel. 9771.

MAYFAIR GARAGES, Ltd.—1938 model 1100 de luxe grey with new wiring, blue leather, new multi, good tyres, outstanding road performance, extremely smart car, £265.—Below.

MAYFAIR GARAGES, Ltd.—Late 1938 special 500 with new wiring, blue leather, new multi, good tyres, outstanding road performance, extremely smart car, £265.—Below.

MAYFAIR GARAGES, Ltd.—September, 1939, 500 de luxe convertible coupe, reconditioned all black, red leather upholstery, good tyres, well preserved car in excellent condition throughout; £355.—Below.

MAYFAIR GARAGES, Ltd.—September, 1939, 500 de luxe full 4-seater convertible saloon, reconditioned blue blue with leather upholstery to match, new mohair hood (blue), good tyres, blue leather, good tyres, very good condition; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 de luxe convertible coupe, black, blue leather, good tyres, very good condition; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 de luxe convertible coupe, maroon, leather upholstery, good tyres, excellent condition; £245.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 de luxe convertible coupe, silver, red leather, good tyres, well maintained; £195.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive list and particulars of "Autocar" Road Test Report.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, W.1. Mayfair 5104-5. Open 9-6, Sat. 9-12. 10960

1939 (August) Fiat 500 full 4-seater cabriolet, silver and black with red leather, immaculate and outstanding car, written guarantee; £575, terms, exchange—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

C. V. RUSHMER, the Fiat specialists, fully reconditioned and guaranteed models available, only first-class examples offered, present stock includes 1939 1100 convertible saloon, 1939 500 coupe—39, Holland Park, W.1. Tel. 5791.

1951 (reap.) Fiat 500, specially built, fitted new Ford 8 engine, four-speed g.b., Morris 8 back axle and rear axle, new tyres, new battery, equivalent to new throughout, outstanding condition; £1,117.

1950 Fiat 1100 4-door 4-light cabriolet, Lancia balanced engine, specially tuned, 16,000, over 1000 cc, capacitors, 4-speed, 4-light, 4-door, tank, finished green, black, exceptionally attractive (ive) taxed; £675.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621-2.

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers—Hampton, High St. (Hampton Tube), Ham. 6041. 10363

MAYFAIR GARAGES, Ltd., sell more new-car Fiat cars than any firm in the country, so are always ready to buy all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected Fiat cars for reconditioning; send brief particulars and we require.—Below.

MAYFAIR GARAGES, Ltd., Balderston St. (opposite Selbridge corks), Mayfair. W.1. Mayfair 5104-5.

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs, S. M. Garages, 165a, Westbourne Grove, W.1. Tel. 545.

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole importers for the United Kingdom, are only source of genuine Fiat spares and service—Tel. 5970-1.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs, S. M. Garages, 165a, Westbourne Grove, W.1. Tel. 545.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs, S. M. Garages, 165a, Westbourne Grove, W.1. Tel. 545.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs, S. M. Garages, 165a, Westbourne Grove, W.1. Tel. 545.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs, S. M. Garages, 165a, Westbourne Grove, W.1. Tel. 545.

Fiat Spares and Service

B. J. J. (ENGLAND), Ltd., offer exchange engines, fitted same day, two engines reconditioned 7-10 days, new and used engine chassis and body parts, 65, Lowlands Rd., Harrow, N.W.2. Tel. 1025

FIAT 500, 1100 and 1500, full range of spares reconditioned engines, gear boxes, starters, dynamos, starters, radiators in exchange spare wheel covers, jacking carriers, supercharger sets, Metro spanners, 3000 cc cylinder head conversion for 500, 450 complete servicing all models—Derrington, 159, London Rd., Kingston 5621-2.

FORD (S. & P.)

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, West-stone Harrow, Middlesex. 10099

ELITE MOTORS, offer—

1937 Ford 8 2-door saloon, choice of three popular engine units, black with green interiors, from £245.

ELITE MOTORS, 951-961, Clarendon Lane, Footing Broadway, Tel. Balham 5474, four lines. 10471

G. P. (BALHAM), Ltd., offer—

275 gns.—1938-9 Ford 8 saloon, reconditioned engine, excellent coachwork, any trial, choice of two—G. P. Balham, Ltd., S.W.12 1100yds Clapham South Tube, Barts. 1107-9-9.

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia saloon, black, 6,000 miles, another 7,500 miles.

1947 Ford Anglia saloon, black, 7,000 miles.

56, Park Lane, W.1. Regent 4866.

1947 Ford 8 Anglia, one owner, 4,500.—Below.

A. Z. MOTORS, Palmerton Rd., N.W.6. Tel. Mal. 4753

1939 Ford 8 saloon, blue, especially good chassis. £255.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5715. 10463

1939 Ford 8 saloon, £30 just spent on overhaul and reassembling; £105.—Below 7905.

1938 Ford 8 saloon, green leather interior; this car has been reconditioned throughout.

WATSON-ON-THAMES MOTOR CO., Ltd., Watlington 200.

FORD 8hp saloon, 1936, entirely reconditioned, perfect; £210.—Hilly, Borehamgate House, Sudbury, Suffolk.

1938 Ford 8 saloon, in excellent condition mechanically, very good bodywork and interior.

FERRARIS or CRICKLEWOOD, Ltd. 200-220 Cricklewood Broadway, N.W.2. Oia, 2254. 10114

1949 Ford 8 Anglia saloon, beige, 5,000 miles, carefully used by one owner and in faultless condition.

SERVICE STATION, Kingston Vale, S.W.15. K. 833.

1949 (Nov.) Ford Anglia saloon, 2,900 miles only, Autowork (Winchester), Ltd., Tel. Winchester 4534 5400.

£350—1939 Ford 8 sal, black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 488-6, High Rd., Chiswick, Chiswick 5055 2619. 15560

A. R. THURTELL, Ltd., 250-252, Regent St., W.1. Landham 1594-5.—1948 Ford Anglia saloon, low mileage all guaranteed, also earlier models. 15567

1938 Ford 8 de luxe saloon, black, in very good condition throughout, any trial; £425.—Wembley Court Motors, High Rd. Wembley 5221-2.

1946 Ford 8 Anglia saloon, good tyres, clean and very smart, from £450.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.1. Tel. Western 2512.

1938 Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted, bodywork in excellent condition, 3 months guarantee, £290.—Lankard & Smith, Ltd., 91, Peckham Rd., S.E.15. Rodney 2051.

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon not before 1951.—Tel. Eps. 2530.

I REQUIRE post-war Ford 8 urgently—50, Ryecroft Rd., S.W.16, Tulse Hill 1260.

ROWLAND SMITH'S, the Ford 8 buyers—Hampton, High St. (Hampton Tube), Ham. 6041.

CASH buyers if low mileage Ford 8, distance to object—Hutton, Lord St., Southend-on-Sea, Essex. Tel. 2515.

1939—1949 Ford 8 saloon urgently required—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Tel. 2535 and 2536.

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8 and have unlimited cash available—Canterbury Rd., Kilburn N.W.6. Main 6044 (10 lines).

FORD (S. & P.)

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, West-stone Harrow, Middlesex. 10100

DICKS CAR SALES, offer—

1949 Ford 10 saloon leather upholstery, 5,500 miles; £775.

DICKS CAR SALES, Ltd., 585-601, Hudd Rd., Kilburn, Maida Vale 6598-9.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service
NORMAND, Ltd.
 The best service only, highly skilled mechanics with efficient supervisory staff.
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COMPREHENSIVE stock of spares for all Ford and Fordsons; Deaneham recommissioned engines, 8, 10, and 50hp, always available from stock.
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ALLAN TAYLOR (MOTORS), Ltd.,
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MAIN Ford dealers.

LARGE stocks of genuine Ford parts.
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FOR Ford modogs, running boats, 1935-46.—
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YOUR Ford car will be much improved in comfort and safety and fitting stabilisers to the customer's requirements, all models.—Cranbrook Garage, Ltd., Station Parade, Crickwood, N.W.4. Gidstone 0570. 10461

ROWLAND SMITH'S the Fraser Nash buyers.—
 Hampstead High St. (Hampstead Tube). Ham. 6041.

1939 (Sept.) type 327 5/8 drop head cabriolet, £200 or near offer.—A.F.N. Ltd., Falcon Works, London Rd., Heston, Middlesex. 10211

CASSIDY MOTOR MART—1936 series Fraser Nash-B.M.W. 526 saloon, grey, hide upholstery, superb condition, written guarantee.—5, Warren St., Euston 5325. 10560

850 gns.—Fraser Nash-B.M.W. 1939 2-litre type 327 5/8 drop head coupe in black with black wheels, dark red leather, high performance, 3-buret engine, oil radiator, I.P.S. rate model, carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below.—

395 gns.—Fraser Nash-B.M.W. 1936 2-litre type 55 super sports 2-seater, black and silver, tuned engine, Martelli pistons and valves, special large pump, vertical Bosch magnet, Andre shock absorbers, good tyres, excellent condition; terms, exchanges; list, open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 10555

ROSE & YOUNG, Ltd., offer Fraser Nash-B.M.W. type 526 2-seater, immaculate condition inside and out, speedometer reading 28,000, finished in ivory with black leather, £815—65-69, Starnhead Ave., Starnhead Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. 10505

TANKARD & SMITH, Ltd., offer 1936 Fraser Nash-B.M.W. 2-litre coupe in black with black leather upholstery, coachwork and interior in exceptional condition, mechanically much above average, very fast indeed with wonderful roadholding qualities, new tyres, £245; three months' written guarantee; also 200 guaranteed used cars and many extras, R.M.T.A. S.W.3. Tel. Finsbury 201-3. 10505

Fraser Nash-B.M.W. 395 Kings
ROWLAND SMITH'S the Fraser Nash-B.M.W. buyers.—
 Hampstead High St. (Hampstead Tube). Ham. 6041.

1938 Hansa 1,700 sports saloon in exceptionally good condition throughout, £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. 10678

BROOKLANDS, HEALEY
HEALEY Distributors for London and the Home Counties.
HAVE for demonstration and early delivery the special drop head 4-seater coupe by Alford of Farnham; also 2-door 4-seater sports saloon by Tickford. Particulars available on request.

1950 Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, high compression pistons and many extras, R.M.T.A. permission to sell.
1948 Healey Duncan sports saloon, metallic blue, speedometer reading 13,000 miles, examined and approved by makers.
103 New Bond St., London, W.1. Tel. Mayfair 3551-6. 10242

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 Healey Duncan drop head four-seater coupe, genuine 13,000 miles, £1,595.—Purvis Brothers, 10, Thames Ditton, Esherbrook 5551-5-5. 10565

CHIFFEAD MOTORS, Ltd.—See our advertisement under Sports Cars. 10533A

1948 James Healey standard saloon, metallic blue, blue leather, 19,000 miles, £1,650.—Jack Odine & Co., Ltd., North Audley St., W.1. Mayfair 5242. 10447

HEALEY specialists; see our Specially Selected Car Bargain advertisement in this issue.—Brown & White (Leeds), Ltd., Round Hay Rd., Leeds, 7. 10634

1949 Healey Sportsmobile 4-seater, grey, blue upholstery, fitted with H.M.V. radio, would sell for reasonable offer or consider part exchange with 5-litre Bentley, 5-litre Hotchkiss, Triumph roadster, Citroën or any other interesting vehicle; call or phone Mueselville, Farnington, 2037 or 5112. 10592

1950 Healey Silverstone, specially tuned high compression engine, speedometer read by Edinburgh enthusiast, being third to two Grand Prix Masterats at last Scottish Road Race, 5,000 miles, Immaculate, £1,225. Anthony Crick Motors, Ltd., Bridge Distributors, Caterham Hill Surrey. Tel. 2839-3. 10470

Healey Cars Wanted
J. H. BARTLETT Healey saloon, four or Silverstone models wanted.—27a, Farnbridge Villas, W.11. Bayswater 0523

HILLMAN 10
HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. 10448

1948 Hillman Minx Mark II, mileage 15,000, colour black leather and cloth upholstery, taxed for year, £700.
HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. 10510

BROOKLANDS, 1949
 Hillman Minx 4-seater drop head coupe, blue, blue leather, small mileage.
103 New Bond St., London, W.1. Tel. Mayfair 3551-6. 10241

BROWN'S for Hillmans.
1942 Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughborough (Essex) 4119 Tube. 10493

H. A. SAUNDERS, Ltd., offer:—
1949 Hillman Minx Phase IV saloon, green with brown upholstery, 5,000 miles; £595.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tolly Rd. Corner.) Hillside 0025. 10522

190 gns.—1937 Hillman 10 saloon.
190 gns.—1934 Hillman 10 saloon; hire purchase terms and exchanges.—Monahan Motors, 539, London Rd., Thornton Heath 5061. 10579

CHARLES POLLETT, Ltd., offer:—
1949 Hillman Phase IV saloon, beige, red leather, one owner, radio, heater, 13,000 miles, guaranteed; £535.
 Berkeley St., W.1. May. 6266. 10504

SERVICE, Works & Stores, 12 Wellesley Avenue, W.6. Riv. 1413. 10204

CHARLES RICKARDS, Ltd., offer:—
1949 (Sept.) Hillman Minx saloon, green, one owner, low mileage, choice of two; £485.
 1949 (Nov.) Hillman Minx saloon, beige, 10,000 miles, choice of two; £485.
 Furlong Green Rd., N.W.6. Ham 2211. 10519

WARWICK WRIGHT, Ltd., offer:—
1949 Hillman Minx latest model saloon, pastel green, boys' leather, 10,000 miles; £494.
1949 Hillman Minx latest model, black, black brown leather, 6,000 miles; £495.
1949 Hillman Minx 10hp saloon, pastel green, brown leather, 9,000 miles; £495.
 WARRICK WRIGHT, Ltd., 150, New Bond St., W.1. 10519

WADDINGTON MOTORS, Ltd., offer:—
1949 (Nov.) Mark IV Minx, pastel green, brown upholstery, many extras, taxed; £525.
1948 Hillman Minx Phase II saloon, as new; £775.
 Furlong Green Rd., N.W.6. Ham 2211. 10519

S. G. SMITH (MOTORS), Ltd., offer:—
1948 Hillman Minx Phase II drop head coupe, 17,000 miles, many extras; £750; 50 other guaranteed used cars.
1948 Hillman Minx sports saloon, 1 owner only, new tyres, £415.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. 10678

1946 Hillman Minx saloon, black, in nice condition; £501.
CENTRAL MOTORS (PADDINGTON), Ltd., 14, Harrow Rd., Paddington, W.2. Pad. 0766. 10609

GORDON CARS (LONDON), Ltd., 1948 Hillman Phase II drop head coupe, black, 15,000 miles.—Below.
GORDON CARS (LONDON), Ltd., 1948 Hillman Phase II saloon, green, 16,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 0611. 10507

1949 Hillman Minx saloon de luxe, privately owned, identical to post-war models; £415.—Below.
1935 Hillman Minx sports saloon, 1 owner only, as new; £175.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. 10678

1948 Hillman Minx saloon, Phase II, speedometer 10,000 miles, very good condition throughout.
PERRARIS OF CRICKLEWOOD, Ltd., 300-250, Cricklewood, N.W.9. Gals. 2254. 10499

1949 Hillman Minx de luxe saloon, 10,000 miles only, black and brown, 1 owner, bargain.
2 MOTORS, Palmerston Rd., N.W.5. Tel. Mai. 4723. 10407

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1949 Hillman Minx Phase II saloon, 15,000 miles, 1 owner.—Below.
H. A. SAUNDERS, Ltd., Golders Green—1948 Hillman Minx Phase II saloon, 1 owner only; £750.—Below.
H. A. SAUNDERS, Ltd., Golders Green—1949 Hillman Minx Phase IV saloon, beige, 1 owner.—3rd, well 0011. 10505

1948 Hillman Minx saloon, grey, one owner, appearance as new; £755.—Grove Motors, North Rd., Southall 5377. 12011

1948 Phase II Minx saloon, black, one owner, immaculate condition, 17,000 miles; £750.
 Eslet, Boshelock, Hereford. 17917

1935 Hillman 10 1937 4-dr. sin., an exceptionally well cared for car, cellulose interior etc., excellent, many others.
2 MOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Tel. 2511. Open Mon to Sat. 9-6. (50yds Holland Park Tube). 10590

1946 Hillman 10 saloon, beautifully kept, £565.—
2 MOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Tel. 2511. Open Mon to Sat. 9-6. (50yds Holland Park Tube). 10590

1948 Oct. Hillman Phase II drop head coupe, 7,000 miles, radio; £815.—L. F. Dove Ltd. 111-115, Addiscombe Rd., Croydon. Addiscombe 5056. 10625

1939 Hillman Minx drop head coupe, excellent condition, almost new tyres, £345.—Lynch Garage (opposite O.P.C.), Uxbridge, Middx. Tel. 122. 18601

1948 Hillman Phase II saloon, beige, one owner, small mileage, guaranteed condition, £750.
C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3501. 10135

1933 Hillman 10 saloon, black with brown leather upholstery, very clean and reliable car; £147.
Tankard & Smith, Ltd., 97, Fencham Rd., S.E.15. Hendon 2251. 18156

1950 Hillman Minx Mark IV saloon, 16,000 miles, one owner, fitted radio, as new; £475.—
 M.D. Motors, 556, New Cross Rd., London, S.E.14. Tideway 3779. 18170

1948 Phase II Hillman Minx coupe, black with brown leather upholstery, very clean and taxed; accept £755.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. 10973

1947 Minx coupe, new engine, battery, etc., leather interior, Ace rimmed wheels, possible, excellent condition; £650, letters only.—Martin, 10, Sunnyside, Chislehurst, Kent. 1221. 17490

1948 Hillman Minx Phase II drop head coupe, grey, blue leather, low mileage, £755.—Hendon Central Garage, Ltd., 44, 46, 48, Stafford Way, Hendon, Central, N.W.4. Tel. Hendon 1423-4. 17322

ROSE & YOUNG, Ltd., offer: 1949 Hillman Minx Phase III, fitted heater, good condition; £795.—
 121, Starnhead Ave., Starnhead Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. 10608

1950 model Hillman Minx Phase IV, leather upholstery, radio, only 15,000 miles; £575; bargain price, excellent condition, definitely runs like a new motor car, 5-15, Russell Rd., Wimbledon S.W.19. Liberty 2494. 10457

H. H. HADFIELD, Minx Mark IV, January, 1950
 Radiomobile, defroster, seat covers, fumble-thers, electric clock and ammeter, black with brown leather, mileage 10,000, nearest £535.—Marsh, Wood St., Wokingham, Bournebridge. 17995

165 gns.—Hillman Minx, 1954, 10hp de luxe 4-door saloon, green and black, excellent condition, terms, exchanges, list, open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 10550

1936-7 Hillman Minx drophead four-seater coupe, in nice condition throughout, clean black leather with brown leather interior, excellent condition; recommended; £245 cash or easy terms arranged.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladiolus 600-6. 10448

£615—Magnificent 1947 model Hillman Minx de luxe saloon, bodywork definitely new, interior excellent, and only 20,000 miles, definitely runs like a brand new; 5 months' guarantee, hire purchase, exchanges.—Lamin & Wood Green, Finchley Showrooms, High Rd., Finchley, N.12. Fin. 6221. 10446

£365—Hillman 10hp four-seater drop head coupe, 1955-9, a very pretty little car, attractively finished in suede green with green leather and dark grey mohair head, always brand new, late property of very careful elderly lady, never overdriven or harshly treated, excellent condition, very low mileage, supplementary price, specially recommended and fully guaranteed in writing by
C. D. MOTORS, Lake St., Loughton, Barking, Beds. Tel. 2041. Nearly 400 cars inspected and immediate purchase. Write for post-free catalogue. Hire purchase, part exchange, delivery. 10594

R. ROUNDBOUT, offer:—
1938 (September) Hillman 14 saloon, in first-class order throughout, colour black with brown leather upholstery, £465.
R. ROUNDBOUT GARAGE, Western Avenue, Greenford, Middx. Wuxlow 1071-5. 17313

1937 Hillman 14 sal. black, engine recommended, 3 very good tyres.
M. AKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0556-2619. 10559

HILLMAN 31
LIMOUSINE Deluxe 1958 21hp, partition, widest occasional, specimen car, private, £695.
L. F. & SAUNDERS (100 Limousines Ltd.) provide hire car, Sarnes Green, Lashford, Kent. Tel. 2941. 18149

1936 Hillman 7-passenger limousine with face-forward occasional, good condition, excellent hire car, Sarnes Green, Lashford, Kent. Tel. 2941. 18149

TANKARD & SMITH, Ltd., offer the choice of many of over 200 used cars, all subject to 5 months' written guarantee.—132, King's Rd., Tel. Fax 4601-3. 10594

Hillman Cars Wanted
ROWLAND SMITH'S, the Hillman buyers.—
 Hampstead High St. (Hampstead Tube). Ham. 6041. 10641

R. ROOTES, Ltd.
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).
B. ANCHESTER—129, Deansgate. (Blackfruits 6677.)
M. AIDSTONE—(Maidstone 5333.)

CANTERBURY—(Canterbury 5232.)
R. CECHESTER—(Chatham 2231.)

R. WOTHAM Heath—(Borough Green 4.)
R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. 10119

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- WILKINSON CARS WANTED**
I NEED post-war Hilman immediately. —50, Ryecroft, R.S.W.16. Tulse Hill 2768 (day). 19713
- URGENTLY required good pre-war Hilman.** —Hartford 154, Dr. Tickford St. W.1. Leamham 1013. 19557
- CASH buyers of low mileage Hilman Minors.** —Hartford 154, Dr. Tickford St. W.1. Leamham 1013. 19557
- ALBONS, of Barking, purchase for cash post-war Hilman cars.** —105-7, Longridge Rd., Barking, Tel. Ripsway 1265. 19435
- WANTED, Hilman 1930 estate car;** if required, would exchange 1949 large Renault ship saloon car and cash, only done 6,000 miles. —62, Albert Rd., Sheffield, 6. 19039
- BIRMINGHAM and Midlands.—Low-mileage Hilman modern cars required by George Heath, Ltd., 189-194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. 19096**
- RAYMOND WAY, the hire-purchase specialists, are still buying Hilman and have unlimited cash available.** —Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). 13126
- NOTTINGHAMSHIRE distributors, Humber, Hilman, always prepared to purchase first-class condition recent models.** Hilman saloons and coupes. —R. Crisp & Co. Ltd., Parliament St., Nottingham. Tel. 46381, 190552
- Hilman Spares and Service**
NORMAND LTD.
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 402-3, King St., W.6. Riv. 3665. 190224
- NORTH and Central London.**
CATTERMOLES (GARAGES), Ltd., for Hilman spares, sales and service.—79-89, Pentonville, N.1. Terminus 1001-7. 190564
- LONDON & COUNTIES MOTOR MART, Ltd.**
HILMAN repair specialist (30 years) well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1165. 190676
- CARRIS MOTORS for Hilman spares and service.—**Lewisham Bridge, S.E.13. Lee Green 0254. 190720
- FOR Hilman 1925-66 medium and large models.—**Brooks & 6, Frederick Place, Brighton, Brighton 21147. 190587
- ESKINER, rear boxes, diffs., reconditioned exchange units, 1934-58, trade or retail.—**Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. 190344
- ROBERT CHIDLEY, Ltd.—Factory recon. engines and sales and general repairs.—**1935 onwards, specialists tools, work shop, breakdown service and information available.—656, High Rd., Tottenham, N.17. Tel. Tot. 2690, 3545. 194544
- Hispano-Suiza Spares and Service**
HISPANO spares and all repairs.—G. Briand, 47, Farnworth Rd., Croydon, Cn. 1742. 19017
- HOTCHKISS**
HAROLD RADFORD & Co., Ltd.
SOLE concessionaires
SALES and service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6442 (15 lines). 16461
- KEVILL-DAVIES & MARCH, Ltd.**
1936 Hotchkiss 4-door special saloon, one owner, colour red fawn upholstery, in extremely best condition.
41-42, Hays Meas. Berkeley Sq., W.1. Tel. Grosvenor 2563. 17111
- ROSE & YOUNG, Ltd., offers 1937 Hotchkiss (Cabourg) 5-litre 4-door saloon, immaculate condition, speedometer reading 51,000, believed genuine; 4,425.—65-68, St. Albans Ave., Streatham Hill, S.W.1 (1 minute Streatham Hill Station). Tulse Hill 9464. 11575**
- Hotchkiss Cars Wanted**
CHRISTEAD MOTORS, Ltd., Omslow Garage, 177, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Pixman 0052. 11042
- Hotchkiss Spares and Service**
HOTCHKISS spares and service.—Harold Radford & Co., Ltd., agents for Great Britain and Ireland and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6442-5). 19513
- H.R.G.**
HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties. —offer.—NEW and unused H.R.G. cars available for immediate delivery.
1947 June H.R.G. 1100 2-seater sports, 21,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6442 (15 lines). 11009
- H.R.G. Spares and Service**
CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1415. 19368
- HUDSON**
JOE THOMPSON (MOTORS), Ltd., offers:—
1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage; 19,195.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michlens). Ken. 4054
- HUDSON**
1936 Hudson Terraplane 22 drop head coupé, guaranteed £245; payments.—Oulton, 4, Russell Gdns, Mews, Kensington, Park 7780. 19206
- CASSIDY MOTOR MART.—1937 Hudson 22hp Tickford drop head 5-seater coupé steering column gear change, superb.—5, Warren St., W.1. Euston 5525. 17530**
- 1937 Hudson Straight 8 drop head coupé, £275, black, huge interior, taxed fitted radio, good tyres, impressive appearance, flawless runner, a genuine bargain.—Bry. Motors, 129-134, West End Lane, N.W.6. Hampstead 6490. 16636**
- HUDSON Spares and Service**
SPINKS (TICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Tickenham, Tel. Popesmore 1085-6-7. Telegrams: Spinks, Tickenham 190568
- HUDSON**
BROOKLANDS.
1947 Humber Super Snipe saloon, maroon, leather speedometer reading 9,000 miles, fitted 2000 cc. 103—New Bond St., London, W.1. Tel. Mayfair. 19453
- NEWNHAMS, Ltd.**
1948 Humber Hawk saloon, black with town, ex-client condition.
NEWNHAMS, Ltd., 235-7-9, Hammersmith Rd., London, W.6. Riverside 4046. 17018
- TOM GARNER, Ltd., offer:—**
1949 Humber Super Snipe saloon, steel grey with grey leather, heater, radio, etc. 10,000 miles.
1949 Humber Hawk Mark III saloon, pastel green with brown leather, radio, 15,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9205-6. 17967
- H. A. SAUNDERS, Ltd., offer:—**
1949 Humber Hawk saloon, satin bronze with red leather upholstery, 5,500 miles, £1,450.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds north of Victoria Corner), Hilders 0294. 16918
- CLANFIELD LAWRENCE offer:—**
1949 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12, Finchley 0091. 19372
- KEVILL-DAVIES & MARCH, Ltd.**
1939 Humber Super Snipe, black, brown upholstery, first-class mechanical condition, recently repainted and retired.
41-42, Hays Meas. Berkeley Sq., W.1. Tel. Grosvenor 2563. 17112
- CHARLES FOLLETT, Ltd., offer:—**
1949 Humber Super Snipe saloon, black, brown leather, heater, radio and heater, 12,000 miles, serviced and guaranteed, £1,525.
18, Berkeley St., W.1. May. 6266.
- SERVICE WORKS & Stores, 12, Wellesley Ave., W.6. Riv. 1415. 19363**
- WARWICK WRIGHT, Ltd., offer:—**
1949 Humber Super Snipe 27hp saloon, almond green, buff leather, radio and heater, 8,000 miles, £1,650.
1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, radio and heater, 12,000 miles, £1,625.
1949 Humber Super Snipe 27hp saloon, black, brown leather, 8,000 miles, £1,625.
1949 Humber Hawk 14hp saloon, black, brown leather, 9,000 miles, £1,490.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. 19518
- GUYSALOM AUTOMOBILES, Ltd., offer:—**
1949 (August) Humber Super Snipe Tickford four-seater drop head coupé, fitted heater and radio, immaculate, £1,650.
1950 model Humber Super Snipe saloon, rust, black, 10,000 miles, one owner, £1,170.
CHOICE of 1948, 1947, 1946 Humber Hawk saloons. C. also 1946 Snipe.—Forsmouth Rd., Thames Ditton, Esherbrook 5531-3-5. 17656
- MERES & MERES, Ltd. (Est. 1895) offer:—**
1936 Humber 12hp Vogue saloon, ivory and black, maroon, hide upholstery, original cellosio, coachwork in exceptional condition, mechanical condition and tyres excellent, specimen pre-war car, £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. 16299
- 1948 (Sept.) Humber Hawk saloon, one owner, well maintained, £1,025.**
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. 19277
- GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1937 Humber 21 saloon.—Below.**
H. A. SAUNDERS, Ltd., Golders Green, 1948 Humber Super Snipe 27hp saloon, 10,000 miles, one owner, £1,170. 19502
- CORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, R.T.V. 8,000 miles.—Below.**
CORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, R.T.V. 8,000 miles.—Below.
CORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, excellent condition.—Below.
CORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, perfect order.—Gordon House, 219, Euston Rd., N.W.1. Euston 5611. 19483
- 1937 Humber Pullman 7-seater limousine, leather, not hackney, A.A. inspection, £650 bargain.**
SILVER, 31, Belmont Court, Finchley Rd., N.W.11. Tel. Speedwell 6374. 19502
- 1949 (August) Humber Hawk bronze with red leather.—**Dobsons, Ltd., Staines, Middlesex. Tel. 801. 16372
- HUMBER**
1937 Humber 12 litre saloon, guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1519. 16971
- 1948 Humber Super Snipe, black, loose 1924 radio and heater, perfect condition, £1,100, 3 months' guarantee.**
1948 Humber Hawk, silver grey, loose covers, immaculate condition, £560; 3 months' guarantee.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8545. 19489
- 1948 Humber Hawk saloon, one owner, fitted heater.—**Autowork (Winchester), Ltd., 1761, Winchester 4354/5406. 18026
- 1937 Humber 27 sports saloon; £245.—**Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. 16430
- HUMBER Imperial sunshine saloon, in black, 200 miles since major overhaul, 1939 series, many requirements, good tyres, £415.**
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. 17944
- 1949 Humber Super Snipe, black, brown leather, 13,000 miles, specimen motor car, £1,255, 3 months' guarantee.**
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. 17895
- 1949 Humber Hawk saloon, bronze, red leather, at new, 6,000 miles, £1,250.—**John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. 17720
- 1949 Humber Super Snipe saloon, unquestionable condition, fitted radio.—**Autowork (Winchester), Ltd., Tel. Winchester 4354/5406. 18027
- 1949 Humber Super Snipe, black, radio, heater, 14,000 miles, £1,550.—**Park Garage (Moyley), Ltd., 1800 Court Way, Moyley, Tel. 4371. 16455
- HUMBER Pullman 27hp (January 1948) full 6-seater limousine, genuine mileage 34,000, in excellent order throughout, view by appointment, £1,800.**
LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.3. Mountview 4401. 18555
- HUMBER 23 hp 1935, full seven-seater, division, clean, good tyres and battery, special carburettor, £225.—**101, St. Edmunds Rd., Aldersburgh, Suffolk. 19025
- 1950 model Humber Super Snipe saloon, 8,000 miles (just out of cov.), £1,675.—**Jack Oding & Co., Ltd., North Audley St., Mayfair. 17445
- HUMBER Snipe saloon, 1936, division, perfect condition, splendid hire car, £250, exchange, smaller car, cash either way.—**194, Peckham Rye, S.E.22. New Cross 4232. 18390
- HUMBER Imperial 7-seater saloon by Thrupp & Maberly, first regd. 22/12/48, finished in maroon with beige leather upholstery, 4,000 miles only, fitted radio and heater, condition as new.**
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 997. 19518
- 1947 Humber Hawk m'oon, black, fawn upholstery, stery, moderate mileage, £650, exchanges and purchase arranged.—**Gold's Garage, 2771, Ears Court Rd., S.W.5. Frobiher 0063. 19238
- 1938 Humber 18hp de luxe touring saloon, fitted winding division, luxuriously appointed interior, 1939, terms, exchanges.—**Amber & Turner, 99-117, Clarence Rd., London, E.5. 16606
- 1938 Humber Super Snipe, drop head four-seater coupé, extensively overhauled, new tyres all round, very excellent condition, offers wanted.—**Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Hill-2. 17519
- 525 cc.—Humber Super Snipe, 1940, reg. Feb. 1942, 27hp de luxe 4-door saloon, dark blue, fitting head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition, terms, exchanges.—**Roland Smith, below.
- 1895 cc.—**Humber Pullman, June 1949, 27hp Phase II 7-passenger double enclosed limousine, black, front leather, rear cloth, sliding partition, face forward occasional, steering column perch, genuine, 7,100 miles, one careful owner, practically brand new condition, cost £2,172, terms, exchanges, list open 9-7 week-days, Saturdays.—Roland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 19667
- 1947 Humber Super Snipe saloon, black, excellent condition, chromed bumpers, can be inspected at Borough Police Garage, Cambridge, offers in writing endorsed Tender for Police Car to The Chief Constable Borough Police, St. Andrew's St., Cambridge, by 27th January, 1951. 19035**
- 850 cc.—**1947 Humber Super Snipe 4-door de luxe saloon, black, bronze hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout, deposit £200, balance due 3 months.—George Carter (Cambridge), Ltd., 214, Bristol Hill, S.W.2. Tulse Hill 3211. 19939
- 1934 Humber 16 saloon; this car is in exceptional condition all round and quite modern appearance and will give excellent service, standing up to hard work, practically new tyres all round; a really good and substantial car for a bargain price of £145, any trial and examination.—**Parkhouse & Co., 159, Fore St., Hertford 2895. 16996
- 1937 will by identical Humber Super Snipe as the 1940 model worth £1,200; this car has bodywork literally as new, mechanically excellent and genuine exceptional condition, full 3 months' guarantee, hire purchase, exchanges.—**Lambis of Wood (Green, Fitchley Showrooms, 421, High Rd., Finchley, N.12. Fm. 221. 19449
- A & S deservied mechanically, reasonable cost.**
1937 Humber 1940-47/1946, partition, rednet occasional, black, exceptional carriages, carefully maintained, certified mechanically, £1,200.
- 1949 Limousine (Phase II), partition, divided occasional, black, small mileage, meticulously maintained.—**See below.
- L. A. & SAUNDERS (100 Limousines: Lists posted)**
A Providence Court, North Audley Street, Mayfair. 2941. 18116
- Humber Cars Wanted**
R. ROWLAND SMITHS, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ken. 6041.

slip 3033-4-5

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted
URGENTLY required, 1940-1949 Jaguar 1½-litre saloon—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, N.Z. Tel. 1681.
1938-9 1½-litre Jaguar required privately, no dealers, good condition, reasonable price. Write, Popham, 1, Peveril St., London, S.W.11. (1942)

Jaguar Spares and Service
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station.
HEAT WEST ROAD, Brentford (Killing 5477).
SPARES and replacement engines for all models.
AND at Manchester, Chetham Hill Rd. Deansgate A 6216-7
QUICK completion of repairs. (1953)

SAUL & SLATER, Ltd. 44/46, Alderman's Hill, N.13.
FULL stock of spares: Jaguar repairs and maintenance; a service station, Green Lanes, N.13—Palmer Green 1905-7175
THREELLES MOTORS, Ltd. main dealers for Bocking, Hampshire, Jaguar spares, replacement units and repair facilities—Basingstoke 5015, 5021.
R. P. POWELL (MOTORS), Ltd. London distributors for Jaguar cars, sales, service and spares—321, Romford Rd., Forest Gate, E.7. Maryland 461-9.
WEMBLEY COURT MOTORS SERVICE STATION— Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars—Wembley Court Motors Service Station, Forty Avenue Wembley. Atford 1154-5. (1953)

JEEP
1950 (first reg. Jeps, all types, spares—Davies & Davies 1-5, Dorset Close, N.W.1. Pad. 8345. (1919)

JEEPS—Britain's leading Jeep specialists, all spares in stock, prompt despatch, prompt repairs, detachable bodies, utilities, 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Chertonsbury Way, Chislehurst 5015, 5021. (1941)

JEEPS, right or l.h.d., range of bodywork, private or commercial—Wick Auto, 100% Jeep Firm, Hampstead Wick, Kingston, W.11. Hamers 4716. (1950)

JEEPS 4x4 Ford or Willys, Army standard, Khaki, no new, six-cylinder under 500 miles; write for cat and lists to—Grant Motors, 122, The Avenue, N.W.6. (1942)

METAMET, only firm offering 12 attractive Jeep commercials for business and pleasure, 6 months' guarantee, over 200,000 commercial registrations—1005, Belshire Lane, N.W.3. (1955)

UTOWORK (WINCHESTER), Ltd. the principal Jeep specialists, big selection of Jeeps, all grades, and special Jeep body chassis utilities, immediate delivery; prices from £200; trailers, spares and exchange units—Tel. Winchester 4834-3409. (1953)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spares parts, home and export; all spares stocked, exchange plan engine, rear box, water pump, etc., new hoods, gasket sets, brake linings, etc.; 51-53, High Rd., Chiswick, London, W.4. Chiswick 1919. (1953)

245 (Jeep—Ford), registered Nov. 1948, green, black and red hood and side screens, spare wheel, indicators, carefully used, excellent condition, genuine Jeep trailer available; terms, exchange, list, open 7-week days and Saturdays; Harold Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1971)

Jeeps Wanted
ROWLAND SMITHS, the Jeep buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1994)

100% Jeep firm, all spares by return, or over counter, small or large quantities—Wick Auto (see under Jeeps). (1953)

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs, to order spares phone Hampstead 8251—1004, Belshire Lane, N.W.3. (1953)

UTOWORK (WINCHESTER), Ltd. the principal Jeep specialists, all spares and exchange units, Jeeps and trailers; keen prices—Tel. Winchester 4834-3409. (1953)

JOWETT
HENLYS & PARTNERS.
JAVELIN, Jupiter and Bradford main agents—Backville House, 40, Piccadilly, W.1. Regent 9640.
HAROLD RADFORD & Co., Ltd.
1949 Jowett Javelin saloon de luxe, 8,000 miles.
HAROLD RADFORD & Co., Ltd. Melton Court, 10 South Kensington, S.W.7. Tel. Kensington 6542 (5 lines). (1919)

1949 Jowett Javelin de luxe, small mileage, first class condition, £905.
FELDMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2674-5. (1974)

1949 Javelin saloon, 1 owner, 9,000 miles, heater definite as new, guaranteed, £905.
W. WILKIN, Ltd. 1, Weston Park, Kensington-G. Thames, K.1. 2241. (1812)

1949 Jowett Javelin saloon, beige, upholstered rear, lovely condition, heater, £850, South Wales, 8 K 7552. (1947)

COOPER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service, Eden Park Garage, 469, Upper Elmers End Rd., Beckenham, Kent, Tel. Beckenham 2565. (1930)

1949 Jowett Javelin saloon, black brown leather, heater, 19,000 miles, very impressive, three months' guarantee, £375—Trinity Cars, Ltd. 94, North St. Wandsworth Common, S.W.18. Battersea 1156. (1822)

JOWETT
COLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1949 Jowett Javelin saloon, 4,000 miles, black, one owner—Speedwell 0011. (1957)
MARSHOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war) Service, Tel. 1583. (1975)

Jowett Cars Wanted
HENLYS & PARTNERS.
WISH to purchase Javelin cars—Backville House, 40, Piccadilly, W.1. Sloane 3304. (1990)

ROWLAND SMITHS, the Jowett buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1945)

COLLIVER-FISHER, Ltd. will always buy a Javelin—Northwood, Middx. Tel. 777 (4 lines). (1950)

RAYMOND the hire-purchase specialists, are still buying Jowett, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 604 (10 lines). (1910)

Jowett Spares and Service
NEWNHAMS, Ltd.
JAVELIN and Bradford main agents, spares and service specialists—Newnhams House, 245-9, Hammer-smith Rd., W.6. Ry 464. (1915)

MILESTONES (SERVICE GARAGE), Ltd. main agents Jowett Javelin, Bradford vans and trucks, excellent stock of spares, tools, equipment, insurance, dialle dispatch, trade or private—Tel. Erith 2469 2629 308, Erith Rd., Bexleyheath. (1971)

JOWETT-BRADFORD—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 106.
COLLIVER-FISHER, Ltd. excel in supporting their replacement units. Unsurpassed service. Spares and replacement units. Tel. 777 (4 lines). (1950)

CROYDON—Goddards, Ltd. for full Jowett service and comprehensive range of spares—222-233, London Rd., Croydon, Surrey. (1943)

FOR full Jowett service and comprehensive range of spares—Moon's Motors, Ltd. Dorset House, Marylebone, W.1. N.W.1. 7958-1. (1947)

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service—W. A. 9257, 1, Weston Park, and 84, Eden St., Kingston 2241-2. (1918)

V. MOTORS, Ltd. Park Rd., Teddington, Middlesex, Tel. Kingston 0710—The Jowett specialists and main agents, over 24 years' Jowett experience; spares and service. (1975)

BROOKLANDS, LAGONDA
LAGONDA distributors for London.
HAVE for show, demonstration and early delivery the latest condition and coupes, details and catalogues available on request.
1938 Lagonda short chassis 41-litre 4-door drop head coupé, black, fawn leather, exceptional condition throughout.
103 351-6. Second St., London, W.1. Tel. Mayfair 16244. (1954)

BROWNS for Lagondas
1937 Lagonda 4½-litre sports saloon de luxe, £400 recently spent on engine and chassis overhaul, immaculate condition, £795—Brown's Garage, Loughton (Essex) 4119 (Tube). (1943)

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (1924)

1934 Lagonda 4½-litre all-weather new Rapide engine recently fitted, £350.
GEORGE NEWMAN & Co., Ltd. 361 Euston Rd., N.W.1. Euston 4465. (1920)

1934 Lagonda 4½-litre 2-door sports saloon, black, green leather upholstery, very nice condition.
HUNGERFORD MOTORS, Ltd. 201-5, Upper Richmond Rd., S.W.15. Putney 6222 and 5550. (1932)

1937 Lagonda 4½-litre d.h.c., maroon, 45 L.G., excellent order, £750, or offers—The Black Heptonstall, Helden Bridge, 100, Yorks. (1959)

£245 Lagonda 16-30 saloon really perfect—Colonel Watts, Hurley, Gate End, Northwood, Tel. 720, during day Hampstead 8322.
1935 4½-litre Lagonda pillarless saloon; best offer over £200, open taken delivery new car—Butehart, 30, Broadway Market, Southend, Tel. 6766. (1943)

BARGAIN, 1935 Lagonda 4½-litre 4-door, pillarless sports saloon, in lovely condition, P.1008, many extras, £250, seen any time at Marina Bungalow, Arlington Lane, West End, Southamptn 1940. (1957)

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer 1936 saloon and tourer, 1934 saloon, 2-litre tourer, etc. See our displayed advertisement on page 27.
273 London Rd., Staines, Tel. 3457-8 or (private) 1940. (1957)

LAGONDA 1936 L.G.45 4½-litre sports saloon, beautiful condition, black, maroon hide upholstery, de-luxe interior, new spring, maintained regardless of cost, performance, seen London by arrangement, £600, or offer—Tel. Middleton-on-Sea 241. (1931)

1940 drop head coupe, maroon with leather upholstery, engine recently completely overhauled, immaculate condition and outstanding performance, £2,000; delivery only supply maintained regardless of cost, to be inspected by appointment—Apply Box 7980, (1958)

LAGONDA 3½-litre 4-door saloon, one owner, 40,000 miles only, very well maintained, £2,000; delivery only, to be inspected by appointment—Apply Box 7980, (1958)

whole car in original magnificent condition, a car for a collector's exchange, terms—Swanmore Garage 1176, Church Rd., Bournemouth. Tel. Southbourne 10611 (1951)

1940 Lagonda V.12 short chassis saloon de ville, unused war period, first registered 1945, dark blue, black hide, 19,000 miles, in superb condition; £1,450, exchange, terms—Swanmore Garage, 1176, Church Rd., Bournemouth. Phone Southbourne 10611. (1948)

TANKARD & SMITH, Ltd. offer 1934 Lagonda 4½-litre fitted with most attractive and up-to-date drop head four-door coupe by Freestone & Webb, Ltd. whole car in much above average condition, very fast, £375; 3 months' written guarantee; also 200 guaranteed used cars of all makes—199, Kings Rd., S.W.1. Tel. Finsbury 4801-2-3. (1900)

V.12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans, lapped Brooklands at nearly 140 m.p.h., full weather equipment, absolutely ideal car for Silverstone Club races, etc., expensive rebuild just completed, Brighton speed trial time 52 sec.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey, Tel. 2232-3. (1948)

£325—1934 Lagonda 4½-litre sports pillarless saloon, a most attractive car with an amazing road performance, original cellulose black and chrome unscratched, upholstered hide, many extras including Lucas G1600 headlamps, spot and foglamps, new lights, dual shock absorbers, etc., etc., over £350 spent on overhaul last year, tyres almost new, new battery, the whole car totally in superb condition and must be seen to be appreciated—Cro. 1417, Brevet Flying Club, 11, Chesterfield St., W.1. (1922)

SWITCHBOARD, Here is your opportunity to obtain a Lagonda chassis, first reg. Sept. 1949, twin over head camshaft engine, has only done 2,500 since being completely rebuilt and in perfect condition, all new parts, including bearings, polished crank and con. rods, K.E. 305 valves, bronze valve guides, double valve springs, timing chains, equipped with mass air unit, 2½-litre aluminium pump, large capacity fuel tank, 4-branch manifold and 4-branch exhaust, exhaust system, chassis has been completely rebuilt and fitted all new springs, shock pins and bushes, large Andre shockers, E.N. 400 frame, 4-branch steering, steering with numerous spares, including separate E.N.V. gear box, 800s type supercharger and drive crown wheel, dual shock absorbers, etc., etc., complete almost new Ford V8 Mercury engine, £160, or would sell V8 engine separate—Gravell, 60, New Drive, Blackpool. (1956)

Lagonda Cars Wanted
LAGONDA 2-litre tourer wanted—Full particulars to Box 7911. (1950)

ROWLAND SMITHS, the Lagonda buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1945)

LAGONDA cars—A limited number of home sale orders now acceptable, used models always wanted—Lagonda House, 7-9, Russell Parade, N.W.1E. Speedwell 0011 (ten lines). (1950)

LAGONDA 4½-litre 4-door open tourer 1930 to 1940, would be most immaculate; cash buy or would part exchange 1944 Lagonda 4-door saloon—Pittman, Pannal Ash, Harrogate, Tel. 3542. (1950)

Lagonda Spares and Service
DAVIES MOTORS, Ltd.—See our display advert on page 27.
LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4-litre and V.12 models.
LAGONDA, Ltd. Service Department, Victoria Rd., Leitham, Middlesex, Tel. Leitham 2291. (1908)

LAMSTER
BROWN'S for Lanchesters
1939 Lanchester 11hp saloon de luxe, immaculate condition; £475—Brown's Garage, Loughton (Essex) 4119 (Tube). (1940)

STRATSTONE, Ltd. Lanchester specialists, offer
1947 Lanchester 10hp saloon, blue with blue leather, excellent condition, £585.
Berkeley St. W.1. (Mayfair 3404). (1916)

120 cars—1355 Lanchester 12 saloon, good condition, Autopump, 3, Balham High Rd., London 1509. (1936)

1937 Lanchester 14hp, genuine mileage 11,000, the whole in excellent condition; £450—Box 7890. (1921)

9600 miles—1948 (Jany.) Lanchester 10hp saloon, green leather—Ernest Sutton, Cleve Hill, 95 (Chertinham). Trade enquiries only please. (1914)

1949 Lanchester 10 saloon, black fawn upholstery, 5,000 miles only, spare unused—Kipo, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2853-4 (8 lines). (1951)

1948 (September) Lanchester 10 saloon, black with fawn cloth, privately owned—Westwood, 10, Totham, Leamington, W.2. 19255. (1952)

R. S. CURRIE & Co., Ltd. (Est. 1900), offer 1939 Lanchester Roadster saloon, immaculate; £675—10, Westbourne Grove, Bayswater, W.2. Bayswater 6085. (1947)

1939 Lanchester 11hp saloon, good mechanical condition, spare parts, 1940 Lanchester 10hp saloon, 532-6, Greenford Rd., Greenford, Middx. Wuxley 2643. (1978)

SPINK (BOURNEMOUTH), Ltd. engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling, all spares and every detail.

DAIMLER House, Bournemouth, Tel. 5405. (1945)

1932 Lanchester 10 saloon, black with maroon leather upholstery; this motorcar has been exceedingly well kept and is in exceptionally good condition, £150—Tankard & Smith Ltd., 97, Fencham Road, S.E.15. Rodney 2051. (1810)

£125—Lanchester 11hp saloon de luxe 1939, very scarce pre-war example of this famous make, finished in manufacturer's original black, some conditioned brown de luxe leather upholstery, gives a significantly smooth ride, no distance, motor fitted a real pleasure, new Dunlop tyres have recently been fitted and the car is in the mechanical condition to give a really satisfactory and long life—Lanchester Bazaar, 10, Leamington, W.2. 19255. (1952)

DAVIES MOTORS, Ltd. offer 1939 Lanchester 11hp saloon, 532-6, Greenford Rd., Greenford, Middx. Wuxley 2643. (1978)

2041 (5 lines) Nearly 800 cars ready for immediate and immediate purchase. Write for post-free catalogue, hire purchase, part exchanges free delivery. (1947)

7 PUL., LONDON 24. 11. 3. 1941 3/16 1023

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TWELVE
BRUTONS, Ltd., offer—1936 Morris 12 saloon, one owner, high, latest type Lucas-Lava shock absorbers, engine, new battery, showroom condition. £225—13 14. Osen Meas, Empress Garage, S.W.7, Western 1245.
1937 Morris 12 de luxe saloon, a most beautifully equipped, bodywork in original, interior excellency, one of those very rare vehicles difficult to find to-day; 3 months' guarantee, hire purchase, exchanges—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 6221. (1941)

Morris Twelve Cars Wanted
ROWLAND SMITH'S, the Morris 12 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

MORRIS OXFORD
ROUNDABOUT offer:—
1949 Morris Oxford, 11,000 miles, one owner, £350.
ROUNDABOUT GARAGE, Western Avenue, Greenford, R. Middlesex, Wuxlow 1071-5. (7314)

1949 Morris Oxford saloon, 15,000 miles, maroon, Indian 3000 cc. (1949) (11-15 Addiscombe 3066).
CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey, Ripley 3122. (5752)

1949 Morris Oxford, immaculate condition, 4,000 miles, £1,025.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, A. Manchester, Tel. 208-5. (7973)

JARVIS & SONS, Ltd., have large selection of post-war Morris cars—See page 37.
1949 (Sept.) Morris Oxford saloon, black as new, £250—Grove Motors, North Rd. (Southall) 3477. (2909)

1949 Morris Oxford, heater, low covers, 6,000 miles, £395—Broadway Motors, 67, High St., Hounslow, Tel. 6175. (8164)

1949 (Oct.) Morris Oxford saloon, 6,000 genuine, maroon, showroom throughout; £345—124, Clifton, York, Tel. 53230. (6410)

1949 Morris Oxford saloon, green, 2,000 miles, £595—Dove, Ltd., 11-15 Addiscombe 3066. (1647)

1950 (January) Morris Oxford saloon, grey, 200 miles, £1,065—Jubay Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242. (7722)

5900 miles—1949 (May) Morris Oxford saloon, grey, heater, Ernie Sutton, Cleve Hill 93 (Cheltenham). (Trade enquiries only please). (7615)

1949 (July) Morris Oxford saloon, green, mileage 9,032, £395, also 1949 (November) black, 5,000 miles fitted covers, heater; £1,025—Cranmore, Tel. 2040 Putney Bar. (3950)

1949 (March) Morris Oxford saloon, green, five upholstery, absolutely unmarked; written guarantee, terms cash—H. F. Edwards, 15, Titchfield St., W.1, Langham 0012. (8371)

1950 Series Morris Oxford, 5,000 miles, black, brown leather, unacceptable at £365—Hendon Central Garage, Ltd., 41-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4. (7321)

1950 Morris Oxford, finished maroon with interior to match, 7,000 miles only, convenient for January 5th, 1951; offered for not less than £1,000—Brown, "Northend," Brackley, Tel. Brix, 3. (6890)

1949 Morris Oxford, radio and heater, 9,000 miles, £350—Acres Auto, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground, Tel. Mayfair 5702 and Mel. 2073. (6470)

1950 Jan. 1st Morris Oxford, approx. 6,000 miles, green and green interior, radio, demister, Rimblebushers, for lamp covers, 2 wing mirrors, immaculate, £360—Ripley, 20, Hermitage Lane, Hendon, Hendon, Essex, Tel. Valentine 1577. (6456)

Morris Oxford Cars Wanted
C. THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1, Grosvenor 5434. (7077)

I REQUIRE post-war Morris Oxford urgently—30, Eversett Rd., S.W.16, Tube M1, 1228 (day). (1941)

MORRIS SIX
SAUL & SLATER, Ltd., offer:—
1949 Morris Six, 7,000 miles, black with brown leather upholstery, in exceptional condition throughout, £1,100—14, Alderman Hill, N.13, Saul, Gen. 1205-7173. (8453)

H. A. SAUNDERS, Ltd., offer:—
1949 Morris Six saloon, black with brown leather upholstery, 690 miles, £1,275.
H. A. SAUNDERS, Ltd., Austin House, High Rd. Corner, Hildeside 002. (7624)

PHILIP RICHARDS, Ltd., offer:—
1949 Morris Six, maroon, beige, 12,000 miles—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. (7061)

1949 Morris Six, 8,000 miles, unmarked.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1, Euston 3266. (1106)

7,000 miles, 1949 (Oct.) Morris Six saloon, maroon, Ernest Sutton, Cleve Hill 93 (Cheltenham). (Trade enquiries only please.) (7605)

1949 (Sept.) Morris Six 20hp saloon, 15,000, fitted with radio and heater, maroon, beige leather upholstery, new condition, price £1,095—124, Clifton, York, Tel. 53230. (8409)

MORRIS MISCELLANEOUS
TANKARD & SMITH, Ltd., offer the choice of many Morris cars, 10 years from their last stock of over 200 used cars, all subject to three months' written guarantee—180, King's Rd., S.W.3, Tel. Fax 4801-3. (1973)

MORRIS MISCELLANEOUS
MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars—Maude of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 2054-5. (10105)

Morris Miscellaneous Cars Wanted
R. ROWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1979)

MORRIS wanted—Smith's, 86, Chalk Farm Rd. N.W.1, Oct. 2767. (10824)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3905. (1801)

CASH immediately for good Morris—H. F. Edwards, 154, Ol. Titchfield St., W.1, Langham 0012. (8348)

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object—Watsons, Lord St., Southport, Tel. 2269. (7098)

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris dealers, require cars in first-class condition. Mayfair 5422. (1014)

APPROACH us first before disposing of your Morris car—Tankard & Smith, Ltd., 260-2-4, High Rd. N.15, Stamford Hill 5291-2-3. (1614)

WE are cash buyers of all Morris post-war models. The Warren Motor Co., 355-555, Euston Rd. London, N.W.1, Euston 7751. (1681)

Morris Spares and Service
FOR Morris service consult Morris specialists—W. T. Mason & Co., 2, Ley St., Ilford, (Tel. Ilford 9061-1) 10471

FOR Morris mudguards, running boards, 1930-40, Brook & Co., 2, Frederick Place, Brighton Brighton 2147. (10394)

SIMPSON'S MOTORS offer:—
1947 Nash, genuine post-war car, right-hand drive, radio, leather seat covers, white wall spats, moderate low mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. (1905)

AMERICAN Nash sedan 6 seats, 1947 (Aug.) right hand drive, leather interior, radio, air conditioning, 11,000 miles, one owner, £1,425, cash offer post-war British saloon and cash adjustment—Middleton, 3, Alexandra Rd., Balby, Doncaster 49560. (10379)

OLDSMOBILE
1937 Oldsmobile saloon, fine order, appearance like new.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1, Euston 3266. (1106)

1938 Oldsmobile 26 saloon, guaranteed, £515, parts, ments—Vaughan, 17, Astwood Mews, S.W.7, Putney 3206. (1111)

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey, Tel. Lingfield 580. (1011)

1936 6-cyl Oldsmobile saloon in really good order; £325.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (1011)

£495—1938 Oldsmobile 8 drop head coupe with disc, immaculate appearance, good mechanical order—Traynor Motors, Ltd., Cranhamwood 2530. (3563)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Les Garages, 2, Lexington St., W.1 (Gerrard 5603), Spare Parts, Kensington Place, Campden Hill Rd., W.8 (Park 5611). (6276)

1940 Kapitan 24hp (identical to 1950 model) L.H.D., A.A. imported, report and 470 cc. engine, haul bills available, good tyres, heater, etc., £270—Seen London or Tel. Don 960. (8406)

Opel Cars Wanted
ROWLAND SMITH'S, the Opel buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1060)

PRIDE & CLARKE, Ltd., Opel distributors, offer immaculate cash payment for all models—237, Brixton Hill, S.W.2, Tel. 3664. (6099)

MAYNOR MOTORS, Ltd., distributors: Opel spare parts and reconditioned engine service—Southampton St., Southampton Tel. Southampton 3266, 4344. (1012)

PACKARD
HAROLD RADFORD & Co., Ltd.,
1947 (first registered): Packard Super 8 limousine, £10 tax, electrically operated division.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (8135)

JOR THOMPSON (MOTORS), Ltd., offer:—
1939 sedan de ville 32.5 Super 8 de luxe, very low mileage, special English body, an outstanding car.
1937 Packard 120 saloon, £325.

JOR THOMPSON (MOTORS), Ltd., 97, Fulham Rd. South Kensington (next to Michelin), Ken. 4558.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400. (1612)

PACKARD 800 cc. convertible, a selection of approved late model Packard cars.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400. (1612)

1937 Packard 6-cyl 8-light saloon, excellent mechanical condition—Saracen's Garage, Ashford, Kent, Tel. 63. (7807)

1948 Packard Super 8 saloon, full of luxuries, interior, radio and heater, low mileage, immaculate condition—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Sloane 5557-6070. (1012)

1938 Packard 6 saloon, engine reconditioned, 1940s—Peter Hancock Car Sales 104, High Rd., Chiswick, W.4, Chiswick 2725-2670. (1795)

PACKARD 120 saloon, 1937, moderate mileage, stored 6 years, tyres nearly new, taxed March, insured, £250 or exchange, some cash needed—J. Radcliffe, Tel. Haddenham (Essex) 54474 57127. (19059)

PACKARD V12 in immaculate condition, fitted with Perkins light high speed diesel engine, running approximately 50mpg, price £1,250—Church Road Eng. Co., Ltd., Bodge Distributors, Haddenham, Essex, Tel. Haddenham (Essex) 54474 57127. (19059)

1938 Packard 34hp saloon, in showroom condition, tyres as new, inside in brown leather, tools, fitted hydraulic lifters, only done 45,000 miles, any inspection, no dealers please, £400, snap, hire purchase can be arranged with friend—W. Elliott, 136, Dordham Rd., Manor Park, E.12. (7960)

PACKARD saloon, black, 1937, better material than modern mass production, regularly overhauled and maintained, reconditioned N.V., a really fine motor car with value outside, and tried to appreciate value—Apply HM B.Y.M.A., London, W.C.1. (17954)

CAMDEN MOTORS—Packard 27hp six-cylinder touring car, 1936-7, model 120, very valuable car, excellent black and chrome coachwork with up-to-date best quality finished leather throughout, engine, transmission and gear box completely overhauled by London distributors, privately owned since new, moderate mileage, having been unused for considerable period, £445.

CAMDEN MOTORS—Packard Eight 35hp seven-passenger motor, finished in navy blue with leather-upholstered seats and leather dashboard, whole car in very clean condition and excellent mechanical order, six new Dunlop 90s, outstanding opportunity at £445.

CAMDEN MOTORS—Packard Super Eight double-enclosed limousine, 1936-7, condition (parts) excellent since new, this particular Packard has been carefully maintained and driven during the last 10 years and having been used on special occasions only the car has not got out of keeping with a post-war car, special, push-button radio, special wide track, this really superb Packard is offered with a fully complete, guaranteed and is ready to be put into immediate operation on the very best class of work of similar capacity, £425.

CAMDEN MOTORS for limousines, Lake Street, Cloughton Buzzard, Beds, Tel. 2041 (5 lines). 34 all ready for inspection and immediate purchase, or for post free catalogue. Easy and confidential hire purchase facilities. Part of the car's value refunded from any part of the country. Free delivery from 9 a.m. to 6 p.m. Mondays to Saturdays. 45584

A & S display exceptional range modern Packards, reconditioned mechanically, reasonable cost.
LIMOUSINE 1937-39 Super 34hp, partition, widest L. occasional, selected carriages, low mileage, seen—L.P.E. & SAUNDERS, 136, Langdon Road, Lists posted: A. Providence Court, North Audley Street. (16145)

Packard Cars Wanted
ROWLAND SMITH'S, the Packard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Packard—H. F. Edwards, 154, Ol. Titchfield St., W.1, Langham 0012. (8348)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. (1802)

J. THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington, Kensington 4558. (19534)

7—quinted, cash wanted, 1939 Super 34hp, partition, 45584
J. THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington, Kensington 4558. (19534)

Packard Spares and Service
LEONARD WILLIAMS & Co. (1940), Ltd., spare Packard L. accessories, Great West Rd., Brentford, Middlesex, Tel. Ealing 3400. (1612)

JOR THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington, Kensington 4558. (19534)

PEUGEOT
1940 model Type 202 Peugeot 4-door saloon, colour blue, upholstered in leather, left-hand steering, price £275.

1938 model Type 402 Peugeot 4-door saloon, colour black, upholstered in cloth, fitted with Cutlar gear box, left-hand steering, price £325.
THE above cars can be seen and tried at 19, Brick St., Piccadilly, W.1, Mayfair 3365. (16215)

PONTIAC
HAROLD RADFORD & Co., Ltd.,
1948 (first registered January, 1949) 6-cylinder 1948 Pontiac four-door saloon de luxe, 15,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (16465)

JOR THOMPSON (MOTORS), Ltd., offer:—
1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.
JOR THOMPSON (MOTORS), Ltd., 97, Fulham Rd. South Kensington (next to Michelin), Ken. 4558. (19534)

1950 Pontiac 6-cylinder saloon, 9,000 miles, R.H. drive, facilities, £2,450—J. F. Crawley, Western 6015.

ACHIE SIMONS & Co., offer:—
1949 Pontiac, right-hand drive, dual-grey, radio, heater, 8,000 miles, just sold, £2,450—J. F. Crawley, 54-64, Portland St., W.1, Lan. 1545. (8198)

1949 Pontiac, right-hand drive, dual-grey, radio, heater, 8,000 miles, just sold, £2,450—J. F. Crawley, 54-64, Portland St., W.1, Lan. 1545. (8198)

1949 Pontiac Silver Streak 2-door 2-door 1949 streamlined saloon, this car is almost identical to 1951 models, and is finished in grey with grey cloth interior, fitted with hydraulic drive push button leather heaters, thermally controlled air conditioning, extra has been very carefully maintained from new, in unquestionable condition, other car considered in the package, 20, Leamington Rd., Coventry. (7274)

1949 Pontiac Silver Streak 2-door 2-door 1949 streamlined saloon, this car is almost identical to 1951 models, and is finished in grey with grey cloth interior, fitted with hydraulic drive push button leather heaters, thermally controlled air conditioning, extra has been very carefully maintained from new, in unquestionable condition, other car considered in the package, 20, Leamington Rd., Coventry. (7274)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

£295—Pontiac Silver streak 28hp touring model of use, full 6-seater body with bench type front seating, coachwork finished in black and chrome, privately owned right from new, fitted latest type single unit radio, heater, twin Bosch magnifying, twin chrome melon-tone horn, extra large chrome bumper with over-riders, sound mechanical order throughout and fully guaranteed in writing by—
CAMDEN MOTORS, Ledge Street, Leighton Buzzard.
 Beds. Nearly 400 cars in stock ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase, Part exchange. Free delivery. (8595)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. (8003)
COWLEY MOTORS urgently require all models Pontiac—Cowley Motors, American Automobile Specialists, 273 Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. (0173)

RACING CARS

COOPERS GARAGE (CHERTHOVEN), Ltd., of Burton, Leam. Kim. 5546. are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (0821)

500 1,000 chassis Cooper. 1949 with 1950 mod. new race tanks, new tires, all engine 5100, gear box etc. car overhaul and as new—Office to Alan Rippon, White House, Chelmsford. (7389)

LAWRENCE BOND offers his 1950 front wheel drive 5400cc Bond race car, this car has only been raced 5 times and is in first class condition. £245—Bond A.C. & Eng. Co. Ltd., 112, Lanchester, Lancashire. (7959)

RAILTON

1935 Ralston 500, excellent condition, 4 new tyres £125
THE MOTOR GARAGE (PETERHAM), Ltd., 192 Peterham Rd., Peterham, Surrey. Richmond 1894.

1936 Ralston 28hp saloon, very good order, fitted radio and automatic (Winchester), Ltd., 142 Winchester 4054-5406. (8098)

MAJOR J. F. S. HARRIS, 65, Linden Gardens, W.1. Baywater 6753. All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. (8467)

RAILTON 1939 22hp Cobham saloon, black paint, new motor, 17,000 miles, over 20 m.p.h., good performance; £650 or nearest offer. C.P. Kellon, 15, Westbourne Terrace, Paddington W.2. Before or after 6. (8422)

WE offer a really beautiful four-seater sports Ralston with the 8-cylinder Power Dome engine, magnificent stream-lined body in dark blue cellulose with pale green upholstery, car first licensed in December, 1946, and in excellent order throughout.
BRIAN FINGLAS, Busatti Sales and Service, 2, Pembroke Mews, Baywater, W.11. Baywater 3551. After 6 Tulse Hill 194. (8456)

Ralston Cars Wanted
A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1; always buy Ralston. (7836)

RENAULT

RENAULT cars, spare parts, repairs & service—Renault Ltd., Western Ave., Acton, W.3. Acton 4056. (042)

WELHAM'S RENAULT SALES & SERVICE, Suburban Hill Rd., Suburban (Elbridge 1673), have a small selection. (0126)

1939 Renault 5hp saloon, immaculate condition; £320—Graham—Lynch Garage, 122, 128 (opposite G.P.O.) Oxbridge, Middx. Tel. 122. (5880)

1938 Renault 12hp saloon, recent engine overhaul, good condition; £236—L. F. Dore, Ltd., The Mid-Surrey Car Centre, Guildford Rd. Woking 182. (6471)

1939 Renault 18hp saloon, black engine new, re-conditioned, car excellent condition throughout. £525—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (8472)

265—Renault 12 (November 1950) drop head (coupe), maroon, fawn leather, good tyres, very good condition; terms, exchanges, just open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (9672)

Renault Cars Wanted
ROWLAND SMITH'S, the Renault buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (9672)

WELHAM'S RENAULT SALES & SERVICE, Suburban Hill Rd., Suburban, Elbridge 1673, purchase all models. (0127)

RILEY

1949 Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles. £551.6. (8245)

103 New Bond St. London. W.1. Tel. Mayfair 8551-6. (8245)

TOM GARNER, Ltd., offer—
1949 Riley 1½-litre saloon, green with green leather (May) Riley 1½-litre 10,000 miles. (7960)
TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 391. (7960)

1949 Riley 1½-litre, black/brown leather, 12,000 miles. £1,350. (8245)

KESTREL (4 light) saloon, 1½-litre, special series Riley, in mechanical condition, excellent.
MONACO 9, special series, 1954 Riley, immaculate and mechanically faultless, enthusiast owned and maintained, full details, Portsmouth Rd., Thames Ditton, Esher 5551-2-3. (8563)

COOMBS & SONS (GUILDFORD), Ltd., offer—
1949 Riley 2½-saloon, 7,000 miles; £1,595. (8543)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-9-9. (8543)

SUNSHINE specialists for reconditioned Riley cars, repairs, spares—Lewes Motors, Ltd., Lewes. (8543)

BEART'S of Kingston, Riley specialists sales, repairs—102, London Rd., Kingston, Kingston 3543. (8543)

GOLDERS-OREN—R. A. Saunders, Ltd., Golders P. Green, 1949 Riley 2½-litre sports, Speedwell 0011. (8504)

1948 (September) 3½ Riley, black, N.M.V. mileage 11,500 miles; £925; as new—Cranmore Tel. 2040 Putters Bay. (3081)

£135—Riley Monaco, good running order, excellent tyres, crash box, original cellulose, leather—Arnold 1059. (8583)

1949 2½-litre Riley saloon, 12,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, C.2. Tel. 3568. (8526)

1938 Riley 9 of lize saloon, guaranteed; £365, payments—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 9750. (8620)

145—Riley 9 Monaco 4-door saloon, black, sliding head, red leather; terms, exchanges—Rowland Smith, below. (8620)

75—Riley 9 1929 4-door saloon, black, maroon wheels, leather upholstery; terms, exchanges—Rowland Smith, below. (8620)

425—Riley Sprite 1936 1½-litre super sports 2-seater, sunmetal leather upholstery, scintilla Vertes, bonnet cover, very good condition; terms, exchanges; last; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (8620)

1950 1½-litre Riley, radio, heater, 6,000 miles, immaculate condition, Broadway Motors, 67 High St., Hounslow, Tel. 0175. (8620)

1946 Riley 1½-litre saloon, finished black, 58,000 miles; 1950—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5342. (8620)

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre utility saloon, excellent offer—Gordon House, 373, Euston Rd., N.W.1. (8620)

1949 Riley 2½-litre 2-seater, mileage 7,000, black, trade enquiries welcomed—H. C. Paul, Ltd., 32, Bruton Place, W. Mayfair 0014. (8620)

1936 Riley Kestrel 1½-litre saloon, director's personal property, over £100 spent on mechanical reconditioning—5, 4-1/2. (8620)

THE NEW CENTRAL GARAGE, Ltd., Cartwright Works, Leighton Buzzard, Beds. (8620)

1938 Riley 1½-litre 17hp Adelphi 6 of lize saloon, in very nice condition throughout; £465; new motor, leather and exchanges. (8620)

JACK WILLIAMS MOTORS, 169, Priory Rd., J. Horney, Mountview 5228 and 5774. (8159)

8000 miles, 1950 (Jan. 1st) Riley 2½-litre, 2-seater, green—Kestrel Saloon, Cleve 95 (Cleetham). (Trade enquiries only please.) (8620)

1950 Model Riley 1½-litre saloon, radio and heater. 1948—British & Colonial Motors, 1740 Upper St. Martin's Lane, W.C.2. Tel. 3568. (8522)

1948 Riley 1½-litre Riley saloon, black and brown leather upholstery, radio and heater, suitably as new, low mileage; £1,150, or nearest offer. (8620)

WADHAM CARS, Ltd., Weston A. Mare, W.1. Tel. 269; after 5.50 miles. Trade enquiries invited. (8620)

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, green-green leather, immaculate order—Gordon House, 373 Euston Rd., N.W.1. Euston 66. (8620)

1938 Riley 1938 Victoria 12hp with overdrive, reconditioned engine, two owners, excellent condition; £425—Star Garage, Bridport, Dorset. Tel. Bridport 6042. (8620)

1948 Riley 1½-litre saloon, black, fawn upholstery, 12,000 miles only, spare unused—Riley, Ltd., 16, Alderman St., Mayfair, W.1. Regent 1416. (8620)

1947 Riley 1½-litre saloon, nominal mileage, very clean inside and out, only used because of new car, £1,050—Tel. Whi. 5050, or Ravenshoe, Bourne Rd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (8620)

RILEY 1½-litre reg. Sept., 1947, black saloon, 16,000 miles, as new, open order, only used because of new car, £1,050—Tel. Whi. 5050, or Ravenshoe, Bourne Rd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (8620)

1948 (June) 2½-litre Riley 4-dr sal. fitted Tickford conversion top, maroon, as new, 14,000 miles. 1. Kestrel, 8, Upper St. Martin's Lane, W.1. Temple Bar 5335. (8620)

1940 Riley 1½-litre d/h coupe, new hood, reconditioned, exceptional vehicle; £625—Smith & Hunter, Ltd., 23A, Kensington High St., London, W.8. Tel. Western 2312. (8620)

1936 Seventh Month Riley 12hp Kestrel saloon, exceptional condition; £365—Kingsway Garage, Springfield, Ansbay, Hull. Tel. 42136. After 6 o'clock, Tel. 47354. (8620)

1948 Riley 1½-litre saloon, black, red leather, H.M.V. radio, mileage 23,000 excellent condition, regularly serviced; £1,100—127, Hamilton Road, Peckham, Tel. 525. (8620)

£285—Bargain, 1937 Riley Adelphi 15hp saloon, excellent condition throughout, excellent tyres, battery, etc., room wanted—Howling, Adelaide Street, Cambrine, Tel. 3136. (8595)

1948 2½-litre Riley saloon, black, 13,000 miles, £1,500, one owner, only used 100 miles and in immaculate condition—B. Webb Wares, 25 Camden Hill Gate, Kensington, W.8. (8640)

1947 Riley 1½-litre saloon, black with green leather, H.M.V. radio, 19,000 miles, as new, £975—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8640)

£105 or by instalments—Riley 9hp Monaco saloon, 1981, free 12 months third-party insurance, 3 months' written guarantee; £105—Stuart Wilson, 353 Finchley Rd., London, N.W.3. Hampstead 5712 and Reigate 5400. (8611)

£195—Registered 1947 Riley 9 Special 2-seater, 100,000 miles, good hood and tyres, excellent condition, unusual, rare, bargain—Gray Motors, 134-144 West End Lane, N.W.6. Hampstead 6490. (8611)

1946 (first registered November) 1½-litre Riley saloon, finished sunmetal and red leather upholstery, radio, and loose covers; £655—Birkett Motors, Ltd., 72-74, High St., South Woodford. (7529)

1946 Riley (December) 1½-litre saloon, black, red leather, radio and loose covers, one owner, small mileage, perfect condition; £900—Roundway Cottages, Burchetts Green Lane, Maidenhead. Tel. Littlewick Green 42. (8605)

1949 (October) Riley 2½-litre 3-seater roadster, powder blue with beige leather upholstery, outstanding in mechanical condition and appearance; 10,487 miles; only £1,575—R. & P. Ordwell, Ltd., Reigate Garage, Waterloo Rd., Bicknoll, Tel. 42458. (8670)

RILEY

£135—Riley Monaco, good running order, excellent tyres, crash box, original cellulose, leather—Arnold 1059. (8583)

1949 2½-litre Riley saloon, 12,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, C.2. Tel. 3568. (8526)

1938 Riley 9 of lize saloon, guaranteed; £365, payments—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 9750. (8620)

145—Riley 9 Monaco 4-door saloon, black, sliding head, red leather; terms, exchanges—Rowland Smith, below. (8620)

75—Riley 9 1929 4-door saloon, black, maroon wheels, leather upholstery; terms, exchanges—Rowland Smith, below. (8620)

425—Riley Sprite 1936 1½-litre super sports 2-seater, sunmetal leather upholstery, scintilla Vertes, bonnet cover, very good condition; terms, exchanges; last; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (8620)

1950 1½-litre Riley, radio, heater, 6,000 miles, immaculate condition, Broadway Motors, 67 High St., Hounslow, Tel. 0175. (8620)

1946 Riley 1½-litre saloon, finished black, 58,000 miles; 1950—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5342. (8620)

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre utility saloon, excellent offer—Gordon House, 373, Euston Rd., N.W.1. (8620)

1949 Riley 2½-litre 2-seater, mileage 7,000, black, trade enquiries welcomed—H. C. Paul, Ltd., 32, Bruton Place, W. Mayfair 0014. (8620)

1936 Riley Kestrel 1½-litre saloon, director's personal property, over £100 spent on mechanical reconditioning—5, 4-1/2. (8620)

THE NEW CENTRAL GARAGE, Ltd., Cartwright Works, Leighton Buzzard, Beds. (8620)

1938 Riley 1½-litre 17hp Adelphi 6 of lize saloon, in very nice condition throughout; £465; new motor, leather and exchanges. (8620)

JACK WILLIAMS MOTORS, 169, Priory Rd., J. Horney, Mountview 5228 and 5774. (8159)

8000 miles, 1950 (Jan. 1st) Riley 2½-litre, 2-seater, green—Kestrel Saloon, Cleve 95 (Cleetham). (Trade enquiries only please.) (8620)

1950 Model Riley 1½-litre saloon, radio and heater. 1948—British & Colonial Motors, 1740 Upper St. Martin's Lane, W.C.2. Tel. 3568. (8522)

1948 Riley 1½-litre Riley saloon, black and brown leather upholstery, radio and heater, suitably as new, low mileage; £1,150, or nearest offer. (8620)

WADHAM CARS, Ltd., Weston A. Mare, W.1. Tel. 269; after 5.50 miles. Trade enquiries invited. (8620)

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, green-green leather, immaculate order—Gordon House, 373 Euston Rd., N.W.1. Euston 66. (8620)

1938 Riley 1938 Victoria 12hp with overdrive, reconditioned engine, two owners, excellent condition; £425—Star Garage, Bridport, Dorset. Tel. Bridport 6042. (8620)

1948 Riley 1½-litre saloon, black, fawn upholstery, 12,000 miles only, spare unused—Riley, Ltd., 16, Alderman St., Mayfair, W.1. Regent 1416. (8620)

1947 Riley 1½-litre saloon, nominal mileage, very clean inside and out, only used because of new car, £1,050—Tel. Whi. 5050, or Ravenshoe, Bourne Rd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (8620)

RILEY 1½-litre reg. Sept., 1947, black saloon, 16,000 miles, as new, open order, only used because of new car, £1,050—Tel. Whi. 5050, or Ravenshoe, Bourne Rd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (8620)

1948 (June) 2½-litre Riley 4-dr sal. fitted Tickford conversion top, maroon, as new, 14,000 miles. 1. Kestrel, 8, Upper St. Martin's Lane, W.1. Temple Bar 5335. (8620)

1940 Riley 1½-litre d/h coupe, new hood, reconditioned, exceptional vehicle; £625—Smith & Hunter, Ltd., 23A, Kensington High St., London, W.8. Tel. Western 2312. (8620)

1936 Seventh Month Riley 12hp Kestrel saloon, exceptional condition; £365—Kingsway Garage, Springfield, Ansbay, Hull. Tel. 42136. After 6 o'clock, Tel. 47354. (8620)

1948 Riley 1½-litre saloon, black, red leather, H.M.V. radio, mileage 23,000 excellent condition, regularly serviced; £1,100—127, Hamilton Road, Peckham, Tel. 525. (8620)

£285—Bargain, 1937 Riley Adelphi 15hp saloon, excellent condition throughout, excellent tyres, battery, etc., room wanted—Howling, Adelaide Street, Cambrine, Tel. 3136. (8595)

1948 2½-litre Riley saloon, black, 13,000 miles, £1,500, one owner, only used 100 miles and in immaculate condition—B. Webb Wares, 25 Camden Hill Gate, Kensington, W.8. (8640)

1947 Riley 1½-litre saloon, black with green leather, H.M.V. radio, 19,000 miles, as new, £975—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8640)

£105 or by instalments—Riley 9hp Monaco saloon, 1981, free 12 months third-party insurance, 3 months' written guarantee; £105—Stuart Wilson, 353 Finchley Rd., London, N.W.3. Hampstead 5712 and Reigate 5400. (8611)

£195—Registered 1947 Riley 9 Special 2-seater, 100,000 miles, good hood and tyres, excellent condition, unusual, rare, bargain—Gray Motors, 134-144 West End Lane, N.W.6. Hampstead 6490. (8611)

1946 (first registered November) 1½-litre Riley saloon, finished sunmetal and red leather upholstery, radio, and loose covers; £655—Birkett Motors, Ltd., 72-74, High St., South Woodford. (7529)

1946 Riley (December) 1½-litre saloon, black, red leather, radio and loose covers, one owner, small mileage, perfect condition; £900—Roundway Cottages, Burchetts Green Lane, Maidenhead. Tel. Littlewick Green 42. (8605)

1949 (October) Riley 2½-litre 3-seater roadster, powder blue with beige leather upholstery, outstanding in mechanical condition and appearance; 10,487 miles; only £1,575—R. & P. Ordwell, Ltd., Reigate Garage, Waterloo Rd., Bicknoll, Tel. 42458. (8670)

RILEY 1½-litre Falcon saloon, one owner since new 1946, mechanically perfect and fitted re-conditioned engine, running in, excellent coachwork, recently repainted black, nearly new tyres; £350, owner unexpectedly parted owners—Car can be seen by appointment at Standage Garage, Standage Lane, Airedale, Tel. 247. (8007)

CAMDEN MOTORS—Riley 1½-litre 12hp Kestrel sports saloon of June 1950, four-door model with sunroof, very smart streamlined appearance, finished in metallic red with red leather, exceptionally fast car, a real delight to drive, extras include Fram coil, Bosch spare lights, etc., all Dunlop tyres in excellent condition, specially recommended; £255. (8007)

CAMDEN MOTORS—Riley 9hp special series sports a pre-war Riley, black coachwork free from major blemish, interior leather neat and tidy, twin carb. engine, scintilla mag., remarkable performance for a 9hp car, several extras, fully guaranteed in writing; £385. (8007)

CAMDEN MOTORS—Riley 1½-litre 12hp saloon of June (March, 1947), one owner since new, magnificent example, sparkling black finish with brown leather, fitted H.M.V. radio/mobil oil, small mileage; £345. (8007)

CAMDEN MOTORS—Riley 9hp saloon, 1951-2, excellent runner, ready to drive away at once, excellent body, manual gear change, absolute gift at £295. (8007)

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CAMDEN MOTORS—Riley 1½-litre 12hp saloon of June (March, 1947), one owner since new, magnificent example, sparkling black finish with brown leather, fitted H.M.V. radio/mobil oil, small mileage; £345. (8007)

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ROLLS-ROYCE specialists 40 years.
1940 Rolls-Royce Wraith saloon, with division by H. J. Mulliner.
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1935 25hp Rolls-Royce Tickford with division.
1934 25hp sports saloon by Hooper.
1933 25hp Rolls-Royce saloon, with division, by Park Ward.
1932 25hp Rolls-Royce sports saloon by Hooper.
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1939 Rolls Wraith four-light Windover razor-edge saloon, disappearing division, built-in boot, mileage 35,500.
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WARE anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.
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1935 Rolls-Royce limousine by Barker, 58,000 miles, first road, 4.11.34. 6995.—Clayton's Cars (London), 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). 18106
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50 hp Rolls-Royce (first reg. 21.1.37), fitted with Tickford 2-dr. four-seater 4.5-str. drop head coupe, red, black with chrome-plated waistline, black two-tone lined with red cloth to match upholstery exterior, chrome plated, hood can be removed out, or fully extended making a very pretty four-seater open or closed car, seating 70,000 miles only, luxurious equipment inc. wire wheel at rear, rear chrome-plated luggage rack, Ace disc, 5 speed horns, bumpers fit and rear mirrors, etc., etc., over £100 recently spent on engine adjustments, car in first-class condition throughout and in delectable appearance, price £1,500.
FURTHER details on request.
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LIMOUSINES 1939 Wraith 50hp Thrupe & Maberly, partition, widest occasional, black, genuine 15,000, delightful condition.
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ROVER 14
1947 Rover 14hp saloon, black, bedford cord, speedometer reading 11,000 miles, exceptional throughout.

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1939 Rover 14hp saloon de luxe, immaculate condition throughout, £595.—Brown's Garage, Loughborough (Rear), 4119 (Tube). 17994

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1947 Rover 16 saloon, black with brown upholstery, very previous owner, in new condition, £1,095.—Meekers Motors, Ltd., Bridgewater 2081. 18505

1947 Rover 16hp 6-light saloon, black with brown leather upholstery, coachwork for 1948.—Working Motors (Maybury Hill), Ltd. Working 1628. 17266

1937 Rover 16hp saloon, black, well maintained, accounts produced; £475, consider exchange smaller car.—Ashworth, Portfield Bar, Whalley, Tel. 5170. 18708

1947 (December) Rover 16, 6-light saloon, green with green leather upholstery, small mileage, H.M.V. radio, maintained by works since new; £1,095.—G. S. Hall, 502, King St., W.6. Riverside 2681. 18186

1938 Rover 16hp sports saloon, black, fine example guaranteed; terms, exchanges; £575; also 1939 Rover 16hp saloon, exceptionally fine mechanical condition, good appearance; £555.—London Cars, 262-6, Greenford Rd., Greenford Middx. Wuxlow 2643. 18442

ROVER 60 & 75
TOM GARNER, Ltd. offer
1948 Rover 75 2 6-light saloon, black with red leather, 6,000 miles, £1,125.
TOM GARNER, Ltd., 10-12, Peter St., Manchester. 17996

WARWICK WRIGHT, Ltd. offer:—
1949 Rover 75 Phase IV saloon, black, green leather, 7,000 miles; £1,975.

1948 Rover 60 Phase II sports saloon, black, brown leather, 12,000 miles; £1,395.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5791. 18516

1948 Rover 75, registered 15.9.48, immaculate condition; £1,425.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rm. 2874-5. 17976

ROVER 75 saloon, first registered December, 1949, H.M.V. colour black, mileage 7,000, as new; £1,600.—15, Haul Rd., Camberley, Surrey. 17966

1948 (July) Rover 60 saloon, black, grey leather, radio, 11,000 miles.—Titchfield, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5538. 17995

1949 (Sept.) Rover 75 sports saloon, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3558. 18387

1948 (July) Rover 60 de luxe 6-light saloon, finished black with grey leather upholstery, 10,000 miles only, one owner, fitted built-in radio heater, insured, as new throughout; trade enquiries, please call.—M. C. Finchley Station N.2. Tudor 2301-2. 18446

1949 (May) Rover 60 saloon, black, grey leather, 20,000 miles; £1,450.—Linnington Bros. (Hants), Ltd., Swan St., Portsmouth, Tel. 74102. 18455

ROVER MISCELLANEOUS
HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2607).

HENLY HOUSE, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—
MANCHESTER (Blackfriars 7843).
Bristol (Bristol 2158).

Bournemouth (Bournemouth 6314).
NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).
STREATHAM (Streatham 751).

SLOUGH (Slough 3454).
FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. 19329

DICKS CAR SALES offer:—
1940 Rover 10 saloon, very superior car; £595.—Bein, 10, Mayfair 8435. 18203

1936 Rover 14 streamlined sports saloon, recent overhaul, £345.—Bein, 10, Mayfair 8435. 18203

DICKS CAR SALES, Ltd., 438-401, High Rd., Kilburn, Maida Vale 6358-9. 15694

BEARDS of Kingston, Rover specialists, sales, repairs, £102, London Rd., Kingston, Kingston 5548.

F. POWELL MOTORS, Ltd. for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate E.7. Maryland 4818-9. 10701

13500 authenticated miles.—1947 (Nov.) Rover 14 saloon, immaculate.—Conel H. Pugh, 12-14, Broad St., W.1. Mayfair 8435. 18203

CAMDEN MOTORS—Rover 10hp saloon de luxe, September, 1946, immaculate, one owner car, finished over grey, small mileage, radio, etc.; £395.

CAMDEN MOTORS—Rover 12hp sportsman's 4-light 3 saloon, 1939, scarce and highly sought after model, only its original black cadmium with red leather interior, late registration with similar features and instruments to post-war, outstanding mechanical order.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1938, one owner since new original look, very carefully maintained, exceptional mechanical order, fitted discs and numerous other extras, £545.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1947 C model, immaculately finished in Rover grey with black leather interior, one very careful owner, original black tyres as fitted when new, exceptionally low mileage, £595.

CAMDEN MOTORS—Rover 14hp Sportsman's 4-light saloon, 1950, very modern appearance, large rear external boot, late type instruments, etc., excellent performance, £645.

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1937, in excellent condition for a pre-war Rover, original black finish, red leather, well kept, especially mechanically; £375.

CAMDEN MOTORS—Rover 14hp Sportsman's saloon, 1939, one owner from new to 1946, one other owner, car returned to maker's in January, 1950 for complete check-over and overhaul as necessary, whole mechanical condition leaves nothing to be desired; £645.

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1939, in very good condition, fitted 5 new Goodyear tyres, numerous extras, twin sparkplugs, demisters; £595.

CAMDEN MOTORS—Rover 14hp Sportsman's 4-light C saloon, 1946-7, most desirable car, immaculately maintained by its owner, very small mileage indeed; £545.

CAMDEN MOTORS—Rover 20hp Sportsman's saloon, 1938, most impressive and superb streamlined body, work, host of special features not found on lower horsepower models, very fast motor, £595.

CAMDEN MOTORS—Rover Specialists, Lake St., Cleighton Buzzard, Beds. Phone 2041 (5 lines)—over 400 cars ready for inspection, especially purchase, write to: 2-3-4 catalogue, easy and confidential hire purchase facilities; part exchanges; purchase terms reduced from any part of the country; free delivery anywhere in the United Kingdom. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. 18655

1939 Rover saloon, black-brown, 40,000 miles, excellent; £595.—J. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1292. 16470

Rover Cars Wanted
C
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. 10971

URGENTLY required, good pre-war Rover.—Harfield, 154, Old Titchfield St., W.1. Langham 2021. 18556

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H. W. MOTORS Ltd. offer:—
1947 model (November '46, delivery) 2-door saloon, first-class condition throughout. £485.

H. W. MOTORS, Ltd., Walton-on-Thames 788 and 1437.
1948 Standard 8hp coupe, faultless condition; £500.—Groves Garage, Twickenham, Northants (19236)

1947 (Aug.) Standard 8hp saloon, black with brown upholstery and sliding roof, 1 owner, 12,000 miles, £485.

W. J. BROWN, Ltd., Main Road Dealers, 339, Finchley Rd., N.W.5. (17174)
1947 (May) Standard 8 tourer, black, 11,000 miles. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5335. (17999)

1945 Standard 8 saloon, overhauled; £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2719. (18118)

1939 Standard 8 saloon, black, perfect condition throughout; £345.—M.B. Motors, 336, New Cross Rd., London, E.8.8. Tideway 8779. (18108)

1948 Standard 8 drop head coupe, 21,000 miles, radio as new, £485.—Dulston Motors, 217, Kingsland Rd., London, E.7.8. (18118)

£345—Standard 8 1939 saloon, exceptional original condition, leather interior almost unmarked, mechanically sound, many others.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) (17946)

1946 (September) Standard 8 saloon, reconditioned engine fitted; £450.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon, Middlecombe 306. (18504)

1939 Standard Flying 8 drop head fourseater coupe, guaranteed; £290, payments.—O'Donnell, 4, Russell Gdn., West Kensington, Park 7760. (18073)

1939 Standard Flying 8 saloon de luxe, 12,000 miles, good value, £510.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3405. (18073)

1948 Standard 8 4-seater, colour grey, paint work and upholstery in beautiful condition, accept £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey 667-8. (18531)

280 miles.—1939 Standard 8 sun saloon, black, leather upholstery, genuine post-war condition. —George Carter (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 5211. (1591)

TANKARD & SMITH, Ltd., offer 1939 Standard 8 saloon in black with brown leather, two careful owners since new, genuine 47,000 miles only, exceptional condition, three months' guarantee, £235.—Guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fiamman 4601-2/3. (8006)

STANDARD 8
GOLDERS GREEN—R. A. Saunders, Ltd., Golders Green, 1939 Standard 8 saloon.—Speedwell 0011. (18043)

£165—1936 Standard 9 saloon, black, clean condition, taxed, bargain.—Bray Motors, 180-184, West End Lane, Hampstead 6490. (18504)

LATE 1936 Standard 9 saloon, sun roof, blue leather, good tyres, good bodywork, inside exceptionally clean, engine in perfect condition, good value; £235.—DODGAS CAR SALES, 808-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (1771)

STANDARD 10
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5225 and 5774. (18490)

1938 Standard Flying 10 de luxe saloon, guaranteed £420, payments.—Vaughan, 11, Ashwood Mews, S.W.7. Pro. 1519. (18570)

CATEHOUSE offer: 1936 Standard 10, black, 11,000 miles, immaculate condition; £595.—Catehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (8160)

1936 Standard 10 4-door saloon, carefully driven since new, open to use trial; £225.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. (18532)

MAYFAIR GARAGES, Ltd., 1959 model, 10hp Standard super de luxe 4-door sunroof saloon, black, red hue upholstery, good tyres, carefully used, excellent condition throughout, £500.—James & Sons, Ltd., Highgate Village, London, N.6. Mou. 4444. (8160)

MAYFAIR GARAGES, Ltd., Balderton St. opp. Bellin's clock, Mayfair, W.1. Mayfair 5104-5. Open 9-6, Sat. 9-12. (18089)

STANDARD Flying 10 4-door saloon, late 1938, engine S. completely reconditioned, clutch and brakes overhauled and running like new, 19,000 miles, 1938, in excellent order all through. £545.—Valley View Garage Station Approach, Mersham. Mersham 1100. (18186)

£185—in outstanding condition.—1934 model Standard 10 sun saloon, first-class condition, coachwork (blue), no smoke, quiet engine, gear box and rear axle, very good oil pressure, steering free from wear, 2 owners since new, genuine 55,000, all equipment OK, all gears good, also door locks and window winders, electrical equipment, instruments and clock, very clean interior, complete with original tools, jack, etc., and instruction book.—Garrad Motors, 152b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. (18186)

STANDARD 12
J. AYTONS OF OXFORD offer:—
1949—1939 Standard 12 saloon, finished in black with green leather, very attractive car throughout, terms if required over 24 months at one-quarter deposit. (17969)

J. AYTONS OF OXFORD (MOTORS), New Rd., Oxford, Tel. 3511. (17969)

CLANFIELD LAWRENCE offer:—
1947 Standard 12hp saloon, black with brown leather upholstery, immaculate condition throughout; £725.—407, High Rd. N.12. Finchley 0091. (17734)

1939 Standard Super 12 saloon, in excellent condition throughout; £435.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arden 5006. (18031)

STANDARD 12
1946—Standard 12 saloon, excellent condition; £650.—Aldridge, Palmers Green 0723. (18709)

£365—1939 Standard 12 de luxe saloon, black, fitted radio, clean condition, good tyres, no rain. (18709)

£285—1938 Standard Flying 12 de luxe saloon, good tyres, grey, hide interior, clean condition, taxed, good tyres, excellent running, bargain; also 1937 (registered 1938).—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (18512)

£425—Standard Flying 12 1939, an exceptional interior, cellulose as new, good mechanically; many others.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) (17946)

1939 Standard 12 drophead coupe, grey, new hood, very nice brown leather upholstery, tyres and engine in perfect condition, this car is as new throughout, genuine value for money for the reasonable figure of £425.

DODGAS CAR SALES, 808-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (18514)

1948 Standard 12hp drop head coupe, grey, blue car in very good condition for the year, very lively throughout, £795, exchanges and hire purchase arranged.—Golly's Garage, Ltd., Earis Court Rd., S.W.9. Frodober 0963. (18514)

1937 8 Standard Flying 12 saloon, black, blue hide interior, a well-maintained car in nice condition throughout, £795, exchanges and hire purchase arranged.—C. & S. Motors Ltd., Dodden Hill Lane, Neasden, Gladiolus 8605-6. (17942)

695 coupe, black, red leather, radio, de-mister, good tyres, small mileage, very carefully used, exceptional condition, terms cash, last open 9-7 every day and Saturdays.—Rowland Smith, Hampstead (Hampstead tube), Hampstead 4444. (18514)

£375—finished in black (original cellulose), with plain trim leather upholstery, smart modern-looking car in very good condition for the year, very lively engine, Dunlop tyres practically as new, spotlight, windscreen demisters and other extras; genuine and unreplaceable bargain at the price.

CAMDEN MOTORS, Ltd., 3041, Leighton Buzzard, Beds. Tel. 3041. (18514)

HAROLD FRIDAY offers, Invicta Motors, 279, Balwicks Lane, North Finchley, N.12. Tel. Hillside 3444. (18514)

W. HAROLD PERRY, Ltd., Invicta Motors, 279, Balwicks Lane, North Finchley, N.12. Tel. Hillside 3444. (18514)

1948 Standard 14 drop head coupe, black, brown leather, immaculate condition; £325.—HAROLD FRIDAY, Invicta Motors, 279, Balwicks Lane, North Finchley, N.12. Tel. Hillside 3444. (18514)

W. HAROLD PERRY, Ltd., Invicta Motors, 279, Balwicks Lane, North Finchley, N.12. Tel. Hillside 3444. (18514)

S. G. SMITH (MOTORS), Ltd. offer:—
1939 Standard 14 saloon, re-spaced black; £450. 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. (17735)

1948 Standard 14, grey with blue leather, low mileage, in excellent condition; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.1, North 4441. (2923)

1947 Standard 14 saloon grey, radio, immaculate; £765.—Meekers Motors, Ltd., Bridgeton 2021. (18506)

1947 Standard 14 drop head coupe, black; £750.—Blue Star Garage, 617 Finchley Rd., N.12. Ham. 2255. (17633)

£750—1947 14hp Standard saloon, grey with blue leather upholstery.—Woking Motors (Maybury) Ltd., Woking 1928. (17524)

1947 Standard 14 saloon, black, superb condition; £725.—Smith & Hunter, 376, Kensington High St., London, W.14. Tel. Western 5312. (81117)

1947 (Oct.) Standard 14 saloon, grey, blue leather, 11,000 miles, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5335. (17989)

1948 Standard 14hp, finished beige, exceptionally clean interior.—Adington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. (17838)

1948 model Standard 14 saloon, moderate mileage, one owner, 69,594.—Peter Banlick, Car Sales 104 High Rd., Chiswick, W.4. Chiswick 2725. (17764)

1948 Standard 14 saloon, grey, fitted radio, in really beautiful condition throughout, any trial; £625.—Wembley Court Motors, High Rd., Wembley. Arden 5221-2. (18530)

STANDARD 16
£45—Unreplaceable bargain, Standard 16 4-door saloon runner but needs spark replacing.—Bray Motors 180-184 West End Lane, N.W.6. Hampstead 6490. (18504)

STANDARD 20
1938-9 Standard Flying 20 de luxe saloon, guaranteed £265, payments.—O'Donnell, 4, Russell Gdn., West Kensington, Park 7760. (8207)

STANDARD VANGUARD
OVERSEAS CARS, Ltd.
1949 Standard Vanguard saloon, black, red leather, £1,025; for other Overseas Cars bargains see page 29.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, Tel. Kensington 7475. (6521)

TOM GARNER, Ltd. offer:—
1949 50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Tel. Blackfriars 9265-6. (17904)

H. A. SAUNDERS, Ltd., offer:—
1949 Standard Vanguard saloon, black with tan leather upholstery, fog lights, etc., 5,000 miles; £1,045.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North London (100 yds north of Tolly Hill Corner). (18097)

STANDARD VANGUARD
DICKS CAR SALES offer:—
1949 Vanguard saloon, 7,000 miles only, as new.

DICKS CAR SALES, Ltd., 805-801, High Rd., Kilburn, N.14. Vale 6801-3. (18880)

CLANFIELD LAWRENCE offer:—
£995—1940 Standard Vanguard, green, with red upholstery, radio in immaculate condition.

W. WRIGHT, Ltd., offer:—
1949 Standard Vanguard saloon, grey, blue leather, radio, 5,000 miles; £1,125.

W. WRIGHT, Ltd., 150, N. Bond St., W.1. Mayfair 9761. (17713)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1949 Standard Vanguard saloon, radio, heater, etc., 12,000 miles; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. (18557)

D Standard Vanguard saloon, leather upholstery, heater, etc., taxed; £950.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Herts. (18505)

1949 Standard Vanguard saloon, leather upholstery, one owner; £950.

G. EUSTON 4666. (8282)

1950 Vanguard, 5,000 miles, 1 owner, full de luxe saloon as new, guaranteed; £1,050.

G. WILKINSON, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. (8116)

GREY Vanguard, fitted radio and heater, property of a fastidious Standard enthusiast; £875; no deposit. Box 7661. (17980)

1949 (October) Vanguard, Whitehall grey, blue upholstery, 1950 heater, 12,500 miles, £950.—Tel. Timpin, Whitehall 7642. (18435)

L. F. DAVIS offer 1949 Vanguard saloon with leather and heater, immaculate, £950.—69, Broadway, Wimbles, S.W.19. Liberty 4456. (18504)

ORDER your new Vanguard from Albert Parnell Ltd. and be assured of prompt and efficient service.—75 Manningham Lane, Bradford, Tel. 28827-8. (1021)

1949 Vanguard, 7,000 miles, immaculate leather as new, £1,025.—Barnes Garage, 515 Finchley Rd., Hampstead N.W.3. Ham 2221. (1627)

1949 Vanguard, leather, heater, radio, 8,500 miles, ready for immediate use, trade and part exchange enquiries invited.—Morley, Ltd., 94, Streatham Hill, S.W.15. Tulse Hill 4444. (18514)

1949 Vanguard under 10,000 miles, grey, grey leather, H.W.1. radio, heater, spotless, 5985.—Hendon Central, N.W.4. Tel. Hendon 1423-4. (18514)

STANDARD MISCELLANEOUS
GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard, green, leather, heater, radio, 8,500 miles. (18514)

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard, black, 6,000 miles.—Belov. (18514)

GORDON CARS (LONDON), Ltd., 1948 Standard 8hp 4-door drop head coupe, black, perfect condition.—Belov. (18514)

GORDON CARS (LONDON), Ltd., 1947 Standard 14hp drop head coupe, black, perfect condition.—Belov. (18514)

GORDON CARS (LONDON), Ltd., 1947 Standard 12hp saloon, black, perfect condition.—Belov. (18514)

CAHRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available for sale or hire.—Belov. (18514)

TANKARD & SMITH, Ltd., offer the choice of many Standard 10s and 14s, all subject to three months' written guarantee.—138, Kings Rd., S.W.3. Tel. Fax 4601-3. (8006)

Standard Cars Wanted
C
M THE CAR MART, Ltd., wish to purchase Standard 14s.—150, Park Lane, W.1. Grosvenor 5454. (18514)

R
S ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (18514)

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Spoken 9400. (18504)

I URGENTLY need post-war Standard.—21, Kirkistall Rd., S.W.2. Tulse Hill 1888 (day). (19721)

MARTON MOTOR CO., Ltd., for your Standard.—Tel. Sun. 8003.—Seven Sisters Rd., Tottenham N.15. (18181)

CASH buyers of low-mileage Standard 12s, 14s, 16s, guards, distance no object.—Haitons, Lord St., Southampton, Tel. 2299. (19001)

JACOB OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. (18070)

A car for sale before disposing of your Standard 14.—Tanquer & Smith, Ltd., 138-139, Kings Rd., S.W.3. Fiamman 4601-2/3. (8613)

STARKES MOTORS, 103, Cricklewood Broadway, S.W.2 require modern Standard cars in really good cond.; cash or exchange.—Tel. G. 2480. (10431)

Standard Spares and Services
STANDARD cars and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 99439. (18514)

REPAIRS and service for Standard and Triumph cars by the Standard agents, Colsons Garage, Wimbles, Wimbles 3190. (10294)

STANDARD spares for all models, latest provincial stockists.—Hollingshead, Bromley, Kent, Branch Office (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3559). (18559)

STANDARD spares, all models from 1935; replacement units; complete overhauls; reconditioning.—Purtocks Garage, Alexandra Terrace, Guildford, Tel. 5391. (6210)

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5480. (10475)

Tel. 2266

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted
BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars—Upper St. Martin's Lane, W.C.2. Tel. 3598. (1837)

URGENTLY required, 1948-49 Triumph 1600 roadster, no dealers; Coventry free. J. Scates, 422, Cherrington Rd., Cambridge. (18234)

NEW HAMPSHIRE, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grilles. Newham House, 255-7, Hammersmith Rd., W.6. Tel. 4846, (1539)

PASILL, ROY, Ltd.—Triumph spares, complete stock. Wholesale and retail—161, Gt. Portland St., W.1. Langham 7755. (1035)

TRIUMPH spares for all post-war models, largest provincial stockists—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 5221). (1035)

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain. Spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 5114 (10 lines).

UTILITY PARS

HAROLD RADFORD & Co., Ltd.

1949 Jowett Bradford Utility, 5,000 miles.

1949 Fordson Sewt Utility, 17,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 1634 (15 lines).

WARWICK WRIGHT, Ltd., offer—

1949 Austin A40 Countryman Utility, green, brown leather, 7,000 miles. £950.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (15675)

1949 Standard Vanguard 2-door utility; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (18278)

1949 Lea-Francis 7-seater 4-door utility, 6,000 miles. £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

1939 4-door Buick Minx, with utility bodywork, excellent condition, £255. 2000. (15621)

BERNARDIS OF CRICKLEWOOD, N.W.2, Gt. A234. (1564)

1949 Bradford Utility, perfect order, one owner only; 4465—Burnham, Harrow 1909, 19600

1949 Bradford Utility, 4 seats, 1 owner, 11,000 miles, immaculate, guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (18115)

1948 Bradford Utility, reconditioned and recoloured superb condition, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (18115)

CYRIL SHEPPARD offers 1949 Jowett Bradford Utility, one owner, spotless, £525—102 Kings Rd., Reading 212. (1653)

CLASS'S MOTOR MART—1949 Fordson 10cc, fitted

7-700, wood utility, low, written guarantee. 1000, Warren St., W.1. Euston 3523. (11625)

1948 model Bradford Utility, mileage 9,000, excellent condition, £255. 2000. (15621)

FORD V.8 Canadian Utility car 35hp Motor, fitted

seats, first licensed 18/9/46, ex-W.D., p.a.v. certificate seven seats; £395—Tom Norton, Llandrindod Wells. (16474)

HUMBER 27hp coachbuilt 6-seater station wagon, better than most, £10 tax, 16 mpg petrol, oil negligible, cost £750 in 1947, almost new condition, if required; North London—Box 7951. (16474)

1949 50 Vanguard estate car in metallic green, 11,000 miles, indistinguishable from new, hire purchase, exchanges welcomed—Selwood Rd. Garage, 54, Selwood Rd., South Croydon. Croydon 5470. Two minutes South Croydon Railway Station. (1620)

1949 50—Lea-Francis, July 1946, 14hp Utility, 4-door, 5-seater natural timber body, fawn wheels and bonnet, sliding side window, rear entrance, removable rear seat, excellent condition, terms, exchanges, list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (16556)

CASH buyers of low-mileage utilities; distance no object—Hastons, Lord St., Southampton. Tel. 2268. (18264)

ROWLAND SMITH'S, the Utility car buyers—Hamp-

stead High St., London W.1. Ham. 6041 (10 lines).

LATEST type Minx or Austin utility car—Adams

1665 Durham Rd., Gt. Easthead-on-Tyne. Tel. 75532. (14449)

VAUXHALL 10

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HENLYS House, 385, Euston Rd., N.W.1. Euston 4444. (0134)

COME to the pre-war specialists for anything Rover.

OTCOM MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4102. Long-term rates, specialised service.

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MANCHESTER agents for South-West Surrey—St. Catherine's Garage, Guildford 6297-9. (4273)

SURREY MOTORS, Ltd., High St., Sutton—Rover main dealers Sutton and district. Spares and service. Tel. Nigland 4443. (1865)

1949 Ford, 25/- per day; Austin A40s and 1947 12's, 35/- a day; Austin 10's and Minis 20/- a day; also post-war chauffeur driven cars—Alliance, 29, Burne St., N.W.1. Pad. 2646/6001. (0318)

DRIVE yourself hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for—H. P. Edwards, 154, Gt. Titchfield St., W.1. Museum 6366 and Langheath 18374. (1874)

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin driven, chauffeur driven, all-night service, also self-drive 1948-49 Austins—12-16, Bourdon Berkeley Square, W.1. Mayfair 5669. "We never close." (0094)

SELF-DRIVE—Coming on leave, "tasting Britain?" Keen long-term rates, specialised service, fleet. Motorists for all, pleasure, business use—Home & Overseas Motors, 160, Finchley Rd., N.W.5. Hampstead 0087-9-9. (4251)

OVERSEAS visitors met at ports and airports; hire a 1950 Austin and see Britain in comfort; self-drive or chauffeur driven, may we send details?—Parkstone Motor Co., Ltd., Station Rd., Parkstone, Dorset. Tel. Parkstone 1001. (0101)

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—£1 per day, benefits of A.A. and R.A.C. membership; special facilities and new cars for visitors to Britain and Continent—Logan Place, Earls Court Rd., Kensington, W.8. Western 1255 or 1905. (0448)

SELF-DRIVE or chauffeur-driven fleet of modern cars including 1948-50 Austins, Hillmans, Vauxhalls, Wyverns and new cars for visitors to Britain and Continent—Logan Place, Earls Court Rd., Kensington, W.8. Western 1255 or 1905. (0448)

POST-WAR self-drive cars from £10 per week or daily, special facilities for overseas visitors; chauffeur-driven saloons available—H. P. Edwards, 154, Gt. Titchfield St., W.1. Museum 6366 and Langheath 18374. (1874)

COLLOMS CAR HIRE—Self-drive and chauffeur-driven post-war Austins and Humbers; 1/- per mile, minimum 10/- per hour; self-drive minimum 4 days, £10 per day, unlimited mileage—25-28, Lennox Rd., W.8. Tel. Maida Vale 5153, 7633, 5466. (1656)

VAUXHALL, self-drive or chauffeur-driven cars—40 saloons available for hire at Drivechire Car Hire, Smithfield Garage, Birmingham, Tel. Mid. 4577; Jewsbury's Motors, Solihull, Manchester, Tel. Blackfriths 5079 and Kingsway, Newport, Mon. Tel. 2263. (1011)

ATTENTION—Self-drive or chauffeur-driven cars—Synchro Garage, Ltd., 1, Peterborough Mews, S.W.7. Western 4108. (0638)

RAYMOND WAY of Kilburn, the exchange specialisation—Canterbury Rd., Kilburn, Maida Vale 6266 (10 lines). Kilburn Park Lane 150 yds. Open till 7 p.m. 6 days a week. (1866)

ROVER

NORTHAMPTON and North Bucks—Grose, Ltd., Rover distributors and parts service—Mayfair, Northampton, Tel. 4540. (1874)

ROVER distributors for Lancashire—R. and Cheshire—D. Rosenfield, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 5455. (0296)

PLYMOUTH, Devon & Cornwall—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth, Tel. 501. (0601)

ORDER your new Rover from Albert Parnell, Ltd., and be assured of prompt and efficient service—75, Mannington Lane, Bradford, Tel. 26857-6. (0615)

SINGER
SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Derriford 12. Works, Alcester Rd., Moseley 15. (0003)

ORDER your new S.M. 1500 from G. E. Lawrence (Motors), Ltd., Aylesbury, Bucks, reasonable delivery, distributors for Mid and North Bucks and part of Herts; spares and service for Singer cars. (0186)

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities—Parker's Ltd., Distributors, Bradshawe, Bolton, Tel. 4060. Deansgate, Manchester, Deansgate 4507. (0890)

STANDARD
STANDARD and Triumph—Carro Auto Sales, distributors for Croydon-Purley area, Croydon 6086. (0026)

J. MOTORS Ltd.—Standard & Triumph distributors for S.W. Kent, 137-149, Widmore Rd., Bromley, Kent, Rav. 3456-7-8-9. (0020)

STANDARD and Triumph (distributors in Surrey since 1911)—Lanster Engineering Co., Ltd., 39-41, Eden St., Kingston, Tel. Kingston 3131-4. (0403)

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models, Hawley Cres., Camden Town, Col. 4141. (0690)

SUNBEAM-TALBOT
BARNET area—Sunbeam-Talbot main dealers—Hadley Green Garage, Ltd., 202-4, High St., Barnet, Herts. Tel. Stainwood 013. (0413)

Vauxhall
Vauxhall cars—Vaux & Kilburn, Ltd., Showrooms—4-6, Berkeley Sq., W.1. Grosvenor 4328. (0021)

PARTS and service: Western Ave., W.3. Acorn 4641. (0021)

J. MOTORS Ltd.—Vauxhall-Bedford main dealers and repair specialists—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. (0020)

MISCELLANEOUS CARS
ALL particulars of the new Hummer Hillman and Sunbeam-Talbot cars available from all dealers.

MANSTON MOTOR CO. for new Jaguar, Standard, Armstrong, Siddeley, Triumphs, Rover and H.R.G. full sales and service facilities, hire purchases and insurance arranged immediately—Call "phone or write, Manston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Stainwood 013. (0173)

EXCHANGE
ROWLAND SMITH will quote for your car in part exchange—Particulars and list on request.

COMPANY marketing and parts service accessories, polishes, enamels, fuel oil additives, etc., wishes make arrangement with organisation which has national local sales force calling on garage and service trade, for the selling of their products on liberal commission basis; please reply 17915. (17915)

CAR COVER
BALLOON fabric car covers, new waterproof, 8-10hp, 60/-; all sheets are eyeleted and sent on seven days approval on receipt of cash, delivery, cheque seven days, cash two days—H. C. Briggs, 60, Belle Vue Rd., Walthamstow, London, Larkwood 2705. (1795)

CAR RADIO
RADIOMOBILE accredited dealers, qualified mechanics always available for car radio repairs.

NORMAND, Ltd., 408-9, King St., W.6. Riv. 3665. (0622)

ALL types of car radio supplies; installed and serviced by competent radio mechanics—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 10287. (0162)

METROPOLIS GARAGES, Ltd., accredited dealers for Radiomobile, Ekco and Masterdri. Immediate delivery and fitting. Expert advice and service—1-31, MacLure Rd. (Olympia), W.14. She. 5365-7. (0526)

MOTORHOL new models now being delivered acknowledged the world's finest car ride. Motordri service and parts available, side aerials 25/6, roof aerials 2/-, running-board aerials, 30/-; condensers, suppressors, valves, step-down, 60/60, 100/100, 200/200, 300/300—World Radio, Ltd., Edgware Rd., N.W.2. Gladsstone 11055. (0419)

COACHBUILDERS & BODIES
COOPER MOTOR BODIES, 233, Putney Bridge Rd., S.W.15. (0000)

COOPER stock of bodies is considerable and varied; your enquiries invited, bodies bought; Cooper's patent roof with favourable delivery—Beech (Coachbuilders), Ltd., Putney 7348. (0034)

ROVER 14 sportsman saloon body, maroon, for sale; approx spares, cheap—Tel. Hford 5425, 10, Elstree Gardens, Hford. (0000)

TICKFORD, Ltd., Coachbuilders, 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3336. Repairs executed of every vintage. (0000)

COMMERCIAL bodies, specially designed for customers' needs with favourable delivery—Beech (Coachbuilders), Ltd., Putney Lane, Ealing, W.5. Tel. Ealing 4224. (0116)

RONALD KENT (COACHBUILDERS), Ltd., specialists in metal beating, lacquer spraying and trimming, and body repairs for individually styled bodies and every type of coachwork, renovation and accident repair—Call Wharfedale Rd., W.12. (First turn left out of herds Bush Central Line Station). Tel. She. 3456. (0212)

MISCELLANEOUS ADVERTISEMENTS

COACHBUILDERS & BODIES

BUCKET seats, light steel 22½, folding back 25½, trimmed black or brown leather, spring cushion 67/6, 70/-; tubular framed 10½, trimmed 10½/-; light alloy 12½, 45/-; trimmed 12½/-; upholstered cushions 105/-, hide 25/- extra; Dunlopillo cushions, 16½ round back 21/-, square back 22/6; trimming materials, resins from 12/6 yd. toping, light 13/6, best 25/-; best double texture duck, black or brown, 72½, 50/-; coloured mohair and sports hoodings, aluminium mouldings, chrome and sections, postage, carriage extra.—Derrington, 158 London Rd. Kingston SM2-2. (1950)

Coachbuilders, Bodies, etc., Wanted

FIAT 500 body complete or shell only wanted.—Smith, 7, Springfield Lane, Ipswich. (7998)

PRIDE & CLARKE, Ltd., everything for the motorist. Illustrated catalogue free.—Stockwell Rd., S.W.9. Bri. 6551. (1937)

FINANCIAL PARTNERSHIPS

ABANK advance, mortgage, or other loan paid off or increased. £1,000-£50,000 advanced from £50 on houses, shops, property, factories, warehouses, farms, garages, reversions, etc. up to two-thirds today's value anywhere in England.—Weldridge, 99, London Rd., Thornton Heath, Surrey. Tel. TH. 2155. Est. 1906. Ref. for future reference. No agencies. (1995)

GENERATING PLANT

ONE only, unused shop Witte diesel industrial engine, complete with radiator, overhead gear stock and clutch, suitable for dry, 1000 watts, 240-volt, 50-c.p.s.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-4. (1948)

COVENTRY Climax Douglas Scott petrol electric generating sets, 150-volt a.c. and 230-volt a.c., also 250-volt d.c. American and large stocks for prices quotation by return; established 27 years.—Clare's Motor Works, 96, Tulse Hill London S.W.2. Tulse Hill 6002. (1950)

PARTS AND ACCESSORIES REPAIRERS ETC

AXLESHAFTS

ELEPHANT MOTORS, Ltd.—Axle shafts, London's largest stocks for all makes. Can we help you? **C**ROWN wheel and axle stock for most makes, new and second-hand.—97-103, Newington Causeway, London S.E.1. Tel. RE. 3263. (1950)

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. Front axles and rear cases, torque shafts, torsion bars, etc., straightened and treated.—56a, High Wycombe. (1950)

BALANCING

PRECISION balancing, essential to super-tuning. Laystall specialises in balancing crankshafts, and other parts from 50 c.p.s.—Laystall Engineering Co., 53, St. Suffolk St., London, S.E.1. Tel. Waterloo 6141. (1950)

BATTERIES, OILCOIL, ETC.

55/-—Brand new, guaranteed 12 months, carriage extra.—Witham's Motors, Ltd., 13, Balham Hill, S.W.12. Battersea 5280, 5769. (1950)

STARTER Batteries, new guaranteed 6-volt 60-amp.—S.W.17, 12-volt 60-amp, 115/-, carriage extra; complete stocks, late free.—Young's, 32, Tooting Bec S.W.17, Balham 7791. (1950)

ROOBERS BATTERY & ELECTRICAL SERVICE CO., Ltd., starter battery specialists, replacing all types, immediate exchange service, new batteries, collection and delivery.—Porta Green, East Finchley, N.2. Tulse 4534. (1950)

QUV full 75 A.H. heavy duty Exide batteries, separate 12 cells built into hardwood case, constructed to finest specification, new dry and uncharged, finish of work contract, £5-7/6, delivery including most useful heavy packing case, 7/6 each; cash on request. (1950)

TREDDINGTON ENGINEERING CO., Ltd., 29-31, High St., Teddington, Middlesex, K19 3-4. (1950)

WHY pay more?—New starter batteries with 12 month guarantee, new surplus or ex-W.D., 57/6 (volt 6-plate, 115/-), 12-volt 60-amp size, plus rate, carriage and case 10/-; case returnable 5/-.—Posters Garage & Eng. Wks., Ltd., 167-191, Mitcham Rd., Tooting, S.W.17. Bal. 5344-5. (1950)

BRAKES, CABLES, ETC.

RICHFIELD. **B**RAKE cables repaired efficiently by experienced repairers, also make up type within 24 hours; all cables guaranteed, stock supplied from stock. (1950)

THOS RICHFIELD & SON, Ltd., 6 Broadstone Place, London W.1. Tel. 9408 (5 lines). Established 1899. (1950)

BRAKE and clutch linings for all types, expert repair service, immediate despatching service. **E**CONOMIC MOTOR SUPPLIES, 24-26, London Rd., Kington, Kingston 7721 (three lines). (1950)

BRAKE cables, all other sizes, plus rate, carriage and case 10/-; case returnable 5/-.—Posters Garage & Eng. Wks., Ltd., 167-191, Mitcham Rd., Tooting, S.W.17. Bal. 5344-5. (1950)

BRAKES—The most comprehensive stock of cables, D replacement shoes and spares in the North for private and commercial vehicles fitted with the famous Girling, Bendix and Cowdery systems; also cables for American and Continental cars; 40-hour service.—The Roadmaster Motor & Eng. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 5327-8. Wire: Tulse, Leeds. (1950)

CAMSHAFTS

CAMSHAFTS rebuilt and re-ground to original profile. Valves, seatings, rockers and rocker shafts reconditioned.—Leonard Rees, Berches Avenue, Carshalton, Wallington 5646. (1950)

CAMSHAFTS, worn or damaged cam built up and re-ground to original profile and lift.—Moore & Ellis (London), 1946, Ltd., 37, St. George's St., London, S.E.1. Tel. 7261. (1950)

CARBURETTORS, ECONOMISERS

G L ZENTH carburetors. **S**TROMBERG carburetors. **G**OWER & LEE supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, 6125 (3 lines), York St., Baker St., (1950)

GENERATING PLANT

GENERATOR bargains. **K**OLSER—Type K/1 used Kohler 110-volt D.C., 10½ hp. Blamp outflow with control panel, recently overhauled, petrol paraffin, ideal for farm, etc., price £255. **C** and C type CV 1 little used Lancashire dynamo and Craplo generating set, 200-volt, 2000-watt, 100-110-volt, 27 amp. w. D.C., 1,600 rpm. con. VAR and packing extra. (1950)

CARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Cambridge Rd., London, S.E.5; 113-115, Edgware Rd., Marble Arch, W.2. Tel. Rod. 2181. (7069)

COUNTRY house and farm light and power. **P**OWERCO (late Benmorris Power Supplies). (1950)

NEW Powerco 3½va 230v a.c. diesel self-starting remote control generating sets, completely self-contained, manufacturer's guarantee ready to couple up immediate delivery, £225; hand-starting model, £195; other sets to 50kva. (1950)

POWERCO, Wandsworth Town Station, York Rd., London, S.W.18. Bal. 5234. (10 mins. Waterloo). (1950)

GENERATING Sets, 25 watt to 10 KVA, reasonable prices; late free.—Young's, 32, Tooting Bec Rd., S.W.17, Balham 7791. (1950)

LIGHTING set, 115v single phase 5 kw, fitted with electric starter, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 4310, 4315, 4320, 4325, 4330, 4335, 4340, 4345, 4350, 4355, 4360, 4365, 4370, 4375, 4380, 4385, 4390, 4395, 4400, 4405, 4410, 4415, 4420, 4425, 4430, 4435, 4440, 4445, 4450, 4455, 4460, 4465, 4470, 4475, 4480, 4485, 4490, 4495, 4500, 4505, 4510, 4515, 4520, 4525, 4530, 4535, 4540, 4545, 4550, 4555, 4560, 4565, 4570, 4575, 4580, 4585, 4590, 4595, 4600, 4605, 4610, 4615, 4620, 4625, 4630, 4635, 4640, 4645, 4650, 4655, 4660, 4665, 4670, 4675, 4680, 4685, 4690, 4695, 4700, 4705, 4710, 4715, 4720, 4725, 4730, 4735, 4740, 4745, 4750, 4755, 4760, 4765, 4770, 4775, 4780, 4785, 4790, 4795, 4800, 4805, 4810, 4815, 4820, 4825, 4830, 4835, 4840, 4845, 4850, 4855, 4860, 4865, 4870, 4875, 4880, 4885, 4890, 4895, 4900, 4905, 4910, 4915, 4920, 4925, 4930, 4935, 4940, 4945, 4950, 4955, 4960, 4965, 4970, 4975, 4980, 4985, 4990, 4995, 5000, 5005, 5010, 5015, 5020, 5025, 5030, 5035, 5040, 5045, 5050, 5055, 5060, 5065, 5070, 5075, 5080, 5085, 5090, 5095, 5100, 5105, 5110, 5115, 5120, 5125, 5130, 5135, 5140, 5145, 5150, 5155, 5160, 5165, 5170, 5175, 5180, 5185, 5190, 5195, 5200, 5205, 5210, 5215, 5220, 5225, 5230, 5235, 5240, 5245, 5250, 5255, 5260, 5265, 5270, 5275, 5280, 5285, 5290, 5295, 5300, 5305, 5310, 5315, 5320, 5325, 5330, 5335, 5340, 5345, 5350, 5355, 5360, 5365, 5370, 5375, 5380, 5385, 5390, 5395, 5400, 5405, 5410, 5415, 5420, 5425, 5430, 5435, 5440, 5445, 5450, 5455, 5460, 5465, 5470, 5475, 5480, 5485, 5490, 5495, 5500, 5505, 5510, 5515, 5520, 5525, 5530, 5535, 5540, 5545, 5550, 5555, 5560, 5565, 5570, 5575, 5580, 5585, 5590, 5595, 5600, 5605, 5610, 5615, 5620, 5625, 5630, 5635, 5640, 5645, 5650, 5655, 5660, 5665, 5670, 5675, 5680, 5685, 5690, 5695, 5700, 5705, 5710, 5715, 5720, 5725, 5730, 5735, 5740, 5745, 5750, 5755, 5760, 5765, 5770, 5775, 5780, 5785, 5790, 5795, 5800, 5805, 5810, 5815, 5820, 5825, 5830, 5835, 5840, 5845, 5850, 5855, 5860, 5865, 5870, 5875, 5880, 5885, 5890, 5895, 5900, 5905, 5910, 5915, 5920, 5925, 5930, 5935, 5940, 5945, 5950, 5955, 5960, 5965, 5970, 5975, 5980, 5985, 5990, 5995, 6000, 6005, 6010, 6015, 6020, 6025, 6030, 6035, 6040, 6045, 6050, 6055, 6060, 6065, 6070, 6075, 6080, 6085, 6090, 6095, 6100, 6105, 6110, 6115, 6120, 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WANTED, skilled motor mechanic (West of England area).—Winkworth & Co., Penel Orille, Bridgewater, Somerset, Tel. 2556. (17916)

FORD main dealer requires first-class parts salesman to operate large mobile parts sales van with established connections.—Box 7917. (16066)

FIRST-CLASS fitters required immediately in S.E. London garage, good work on own initiative or as apprentices men need apply.—Box 7967. (17911)

MOTOR mechanic, all-round man read, able to interview customers and work on own initiative, generous wages on share profits basis.—Box 7963. (17903)

EXPERIENCED used car salesman for Hampshire district, sound knowledge of buying essential, permanency and prospects, good work on own initiative, generous wages on share profits basis.—Box 7963. (17903)

DRAGHTSMAN required by automobile research concern, age 25-35, experience and sound mechanical background essential, excellent prospects, near London.—Box 7952. (17897)

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EXPORT male correspondent required West End office, large manufacturers, must have knowledge Lucas electrical equipment, preferably technical; full details including age and present salary to—Box 7984. (17935)

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SALES manager required by Acres Autos, Clapham, must be fully experienced, must have full knowledge of values of second-hand cars, experience, no others need apply, good salary and commission to right man.—Write L. Acres, Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. (16250)

BODY layout draughtsman required with experience of pressed steel and aluminium construction of passenger cars, commercial vehicles, light trucks, this position is one where initiative will be required in an expanding department.—Please apply with details of experience, age and salary required to Personnel Manager, Jervis Cars, Ltd., Idle, Bradford. (16250)

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WORKING foreman, age 39, requires progressive position London area, fully qualified, 25 yrs. trade experience.—Box 7955. (16476)

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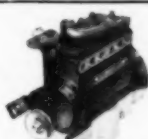
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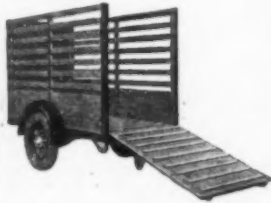
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